

# AMERICAN RAILROAD JOURNAL.

## STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXVIII., No. 26.]

SATURDAY, JUNE 29, 1872.

[WHOLE No. 1,888, VOL. XLV.

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### PRINCIPAL CONTENTS.

Progress of Railway Construction in Arkansas	809
Chicago, Rock Island and Pacific Railroad	810
Railroads of Pennsylvania	812
Railroad Earnings	814
Commerce of New York	815
Federal and State Securities	817
Dividend and Interest Tables	816, 818
Railroad Share List	826
Stock Exchange and Money Market	828
New York and Long Island Bridge Co.	835
Journal of Railroad Law	836
Logansport, Crawfordsville and Southwestern Railway	836
Atchison, Topeka and Santa Fe Railroad	836

perfected for its speedy completion to El Paso, where it will connect with a narrow gauge railroad to be built through the Mexican States of Chihuahua, Durango and Zacatecas to the City of Mexico, forming a continuous narrow gauge line of about two thousand miles.

in fact everything betokens an abundant harvest and a prosperous season, which only needs, he adds, the rumble of the locomotives of the Northern Pacific Railroad through the Territory to render it complete.

## JULY INVESTMENTS.

The Large Sales of Northern Pacific 7-30 Gold Bonds show their popularity with investors, and we recommend them to the public because of their ABSOLUTE SAFETY, both as a first-class Railroad Security and a Real Estate Mortgage on Lands worth twice the amount of the proposed Loan.

The Bonds have thirty years to run—payable, principal and interest, in Gold—exempt from United States Tax to the Holder—are a first and only mortgage on the Road and its earnings, and upon 50,000,000 acres of land—mainly agricultural, timbered and mineral.

The Bonds are issued in denominations of \$100 to \$10,000, Coupon and Registered, and are sold at par and interest in Currency.

The semi-annual Interest on the Registered Bonds, is paid with GOLD CHECKS, sent to the Post office address of the holder.

All marketable securities received in exchange.

Maps, pamphlets and full information will be furnished on application to Banks and Bankers, agents for the loan throughout the United States and Canada.

**JAY COOKE & CO.,  
New York, Philadelphia and  
Washington.**

### Montana Territory.

A correspondent writes from Stevensville, Montana Territory, under date of June 18, that the weather in Montana is beautiful and warm, and that the rivers and mountain streams are rapidly rising in consequence of the melting snow from the Sierras. The grain crops are looking finely,

### Progress of Railway Construction in Arkansas.

Before the war Arkansas had only about forty miles of railroad in operation in the State. Now she has several important lines in an encouraging condition of progress, with prospects of an early completion. The Memphis and Little Rock Road (181 miles in length,) was finished about a year ago and is doing a handsome business. The Cairo and Fulton is graded over sixty miles, and forty miles of track laid from Little Rock, with the certainty of being finished by Fall to the point of intersection with the Iron Mountain Road, thus forming an unbroken line from Little Rock to St. Louis. The Little Rock and Fort Smith Road is in operation over 65 miles from Little Rock up the Arkansas Valley, and arrangements are now in progress for the completion of the entire line to Fort Smith by 1st of next January. The Arkansas Central is graded to a point several miles beyond the White river, and over twenty miles of track laid, with sufficient iron at Helena to lay forty miles more.

Having negotiated their first mortgage bonds in Europe, the company intend to push the work ahead with all possible despatch. When completed this will give Little Rock an important eastern connection with the rich agricultural districts of the White river region and the growing city of Helena.

The Little Rock, Pine Bluff and New Orleans Railroad is graded to Pine Bluff, a distance of 69 miles from the Mississippi river, and track-laying is now progressing at the rate of half a mile per day. Already-thirty four miles have been laid and the iron purchased to secure its completion to Pine Bluff this Fall.

The Mississippi, Ouachita and Red River Railroad is graded about 70 miles west from the town of Chicot, and is in operation a distance of thirty-two miles, with trains running twice a day each way. The road is doing a good business, and during the last season an immense amount of cot-

### American Railroad Journal.

New York, Saturday, June 29, 1872.

#### Baltimore and Ohio Railroad.

The two cases of the State against the Baltimore and Ohio Railroad Company, decided by the Court of Appeals, as published in the court report on Saturday, involved not only the gold claim of the State for dividends on the preferred stock, but also the claim of the State for the arrears of the one-fifth of the passenger receipts on the Washington Branch road, which amounted to some \$320,000.

The gold case being decided in favor of the railroad company, relieves it, as heretofore stated, of the payment of the \$285,000 claimed by the State as the difference between currency and gold, and establishes the fact that the company is only obligated to pay the dividends on the State preferred stock in currency. The other decision was in favor of the State, reaffirming the former decision of the Court of Appeals and the judgment of the Superior Court, in favor of the State's claim for arrears of its one-fifth of the passenger receipts on the Washington Branch road.—*Ball. Sun.*

#### Denver and Rio Grande Railway.

The Denver and Rio Grande Railway was completed to Pueblo, Col., on the 19th inst., the last rail having been laid at 7 P. M. Freight and passengers for New Mexico will now go by railroad via Denver to Pueblo, saving over one hundred miles of transportation by wagon or coach. Another hundred miles of the road southward will be soon under contract. Arrangements are being

ton passed over the road. The road will be completed to the Saline river in time for the Fall trade.

There are other projected roads now being located, and it is safe to assume that in two or three years Arkansas will have from six to eight hundred miles of road in operation in different sections of the State.

#### Chicago, Rock Island and Pacific Railroad.

The income of this company for the years ending March 31, 1871, and 1872, was as follows:

	1871.	1872.
From passengers....	\$1,713,123 16	\$1,394,140 12
" freight.....	4,023 271 60	4,213,371 65
" mails .....	83,190 63	100,701 19
" express.....	83,543 70	89,038 81
" rents, etc.....	82,820 42	103,560 61
" inter't on loans, etc.....	42,337 78	221,000 61
	<hr/>	<hr/>
	\$6,028,287 29	\$6,121,797 99
Expenses, viz :		
Salaries of agents and clerks .....	\$253,611 16	\$231,663 77
Books, printing and sta- tionery.....	43,849 82	48,145 95
Station house expenses	67,177 48	63,104 22
Labor handling freight, watchmen, etc.....	870,614 30	830,647 75
Conductors, baggage- men and brakemen..	130,066 84	153,992 90
Enginemen & firemen.	232,260 35	250,494 17
Fuel account .....	280,060 02	279,473 20
Oil, tallow and waste..	58,025 36	44,266 21
Loss and damage of goods and baggage.	13,387 93	8,195 93
Damage for injuries to persons.....	30,452 85	16,775 23
Exchange, interest and discount.....	1,312 77	.....
Contingent account...	88,623 47	74,006 33
Repairs of engines and tenders .....	199,701 21	135,581 72
Repairs of cars.....	351,854 04	319,601 95
Tools and machinery in shops .....	19,994 36	20,154 66
Repairs of roadway & track .....	470,735 51	426,910 07
Cost of iron for repairs and renewal of rails.	388,348 71	234,115 78
Repairs of fences and gates.....	17,640 10	18,049 66
Repairs of bridges and draws.....	76,981 56	57,368 03
Repairs of buildings & fixtures.....	56,048 59	102,488 84
Damages for cattle kill- ed or injured .....	30,542 87	14,109 24
Repairs of telegraph..	7,822 13	6,488 34
Car service account...	.....	8,622 63
	<hr/>	<hr/>
	\$3,218,610 43	\$2,838,206 56
Legal expenses.....	24,884 43	25,049 84
Taxes on real estate.	133,117 11	87,006 44
U. S. Gov. tax.....	28,847 09	.....
	<hr/>	<hr/>
	\$3,405,459 06	\$2,950,262 86
Net earnings.....	\$2,622,828 23	\$3,171,535 18
From which deduct—		
Rent of Peoria and Bureau Valley Railroad.....	\$125,000 00	
Interest on bonds.....	609,175 00	
Dividends, April and Oct.		
1871, 4 per ct. each.	1,439,708 00	
	<hr/>	<hr/>
	2,173,883 00	
Leaving a balance of.....	\$997,652 13	
Add balance of income account		
March 31, 1871.....	2,719,377 89	
Total, as in Balance Sheet.....	\$3,717,930 02	

Passenger earnings, as compared with the previous year, show a decrease of \$318,983 04, while the earnings from freight increased \$190,100 05.

The gross income show an increase of \$93,510 70; with a decrease in expenditures of \$454,796 20—making the increase in net income \$548,706 90. The balance after payment of rent, interest and dividends, is \$47,041 65 more than at the close of the previous year. The report says:

During the fiscal year ending March 31st, 1872, the operations of your road have been conducted with a good degree of regularity and success, the road-bed and track have been maintained in excellent condition, the equipment has been largely increased, and its efficiency improved. No serious injury to passengers, or large loss of property by accident has occurred, with the single exception of loss occasioned by the Chicago Fire. Passengers and freight have been promptly transported, and the net earnings show a fair increase compared with the previous year.

#### LAND GRANT.

The land commissioner reports sales of 13,964.42 acres, realizing the sum of \$107,692 86. \$4,018 80 of the above have been received as a compromise on swamp lands, to which the company's title has never been fully established. The balance has averaged \$8 65 per acre.

The policy heretofore adopted of selling in small tracts to actual settlers has been closely adhered to, and increased efforts have been made in advertising in English and German, to attract the attention of immigrants and others to the superior advantages claimed for the company's lands. \$40,000 derived from sales of lands, have been paid over to the Commissioners of the Sinking Fund, to be invested by them in bonds of the company, as directed by resolutions of the executive committee.

#### SINKING FUND.

The Commissioners of the Sinking Fund report that they hold securities for the final redemption of the Sinking Fund Bonds as follows:

197 bonds of the Chicago, Rock Is- land and Pacific Railroad Co., of \$1,000 each, which have been fully registered on the books of the com- pany in the name of the munition- ers, and the coupons canceled .....	\$197,000 00
24 bonds of the Peoria, Pekin & Jack- sonville Railroad Company of \$1,000 each .....	24,000 00
Cash on hand in Corn Exchange Bank.	430 26
Making a total of .....	\$221,430 26

#### BRANCHES.

During the past year the Des Moines, Indiana and Missouri Railroad has been completed from Des Moines to Indianola, a distance of twenty-two miles, and has been in operation since last November.

Another branch, extending from Somerset, a point on the Indianola road, fifteen miles south of Des Moines, has been constructed to Wintersett, Madison County, a distance of twenty-six and a half miles, known as the Des Moines, Wintersett and Southwestern Railway. It is expected this line will be so far completed as to allow of running trains in May.

The right of way, grading, bridging, and ties for these roads were furnished from proceeds of taxes and private subscriptions, your company furnishing iron and laying the track, taking therefore the bonds of the companies, and a controlling interest in the stock, thus virtually becoming owner of the roads.

There has been expended, on account of construction of the above branch roads, the sum of \$352,461 23.

These roads reach two important towns situated midway between your main line and the Burlington and Missouri River Railroad, and will command the traffic of two of the richest and best agricultural counties in Iowa.

The extension of the Washington Branch Railroad to Sigourney, has been vigorously prosecuted, and will be in operation about the middle

of May. This extension is twenty-nine miles long, and has cost to date, \$501,901 17.

#### CHICAGO AND SOUTHWESTERN RAILWAY.

It is well known that this company, by action of their board of directors, approved by vote of the stockholders, endorsed the bonds of the Chicago and Southwestern Railway Company to the extent of five millions of dollars.

It was believed this enterprise, designed to connect your line with Kansas and her system of railroads, leading West and South, would prove a valuable feeder to your main line, and help develop a large territory in Southern Iowa and Northern Missouri, as yet but partially supplied with railway facilities.

With the aid and encouragement thus given, the Chicago and Southwestern Railway Company constructed a railroad from Washington, Iowa, to the Missouri River, opposite Leavenworth, a distance of two hundred and sixty-nine miles, which was opened for traffic on the 9th of October.

Previous to that date, portions of the line when ready for use had been stocked, and operated by your company, the Chicago and Southwestern Company not having provided rolling stock.

Owing to various causes, prominent among which may be named, the want of bridge and railroad connections at Leavenworth, short crops caused by drought and insects through a considerable portion of the territory traversed by the road, and the derangement of business caused by the Chicago fire, the earnings of the line thus far have not equalled the expectations of the board.

It has been found necessary, in order to complete, equip and operate this line, to expend a large sum, about \$500,000, in excess of the entire earnings, which has been taken from the surplus earnings of your main line, and charged to account of construction of Chicago and Southwestern Railway.

A considerable additional amount will yet be required to furnish side tracks, water and station accommodations, fencing, ballasting, etc., etc.

As settlements increase, towns and villages will spring up along the line, creating a demand for lumber and merchandise, which must be supplied mainly from Chicago and the towns on the Mississippi River. These towns in return will invite immigration, make large shipments of grain, live stock, etc., and this rapidly growing local traffic, together with the share of through business from Kansas and territories west, it is confidently believed, will soon enable the road to pay its own expenses, and ultimately repay in full the investments now being made to complete and carry on the work.

The Chicago and Southwestern Company are constructing a branch from their main line to Atchison, Kansas, twenty-nine miles in length, by which connections will be made with the Atchison, Topeka and Santa Fe Railroad, the Central Branch Union Pacific Railroad, and the Atchison and Nebraska Railroad.

This branch will doubtless prove a valuable feeder to the main line, and the Chicago and Southwestern Company expect to have it ready for service in June.

Parties interested in the different railroads centering in Atchison are negotiating a contract that will ensure the building of a bridge across the Missouri at an early day. Until completed, transfers will be made by steam ferry, already established.

The Kansas and Missouri bridge, a fine structure of iron, crossing the Missouri River opposite Fort Leavenworth, is nearly completed and will be ready for the passage of trains in April.

To connect the bridge with the system of railroads running to and through the city of Leavenworth, it was necessary to construct about two miles of railroad in the State of Kansas, known as the Fort Leavenworth Railroad. It is expected this will be in use in May.

The following amounts have been expended during the year, and charged to construction and equipment account:

Land and land damages.....	\$22,719 68
New equipment.....	863,943 74
Grading, including masonry.....	50,130 00
New side tracks.....	35,664 10
Station buildings, shops and fixtures	82,312 40
Ballasting track with stone.....	17,644 00
New st'k feeding yards,(at Geneseo,) New fences.....	16,348 75
New bridge and approaches, Rock Island.....	53,425 13
Indianola and Winterset Railroads.	45,890 20
Sigourney Railroad.....	852,461 33
Fort Leavenworth Railroad.....	501,901 17
	61,869 75
	\$2,054,310 31

New equipment account includes cost of thirty-seven new engines, two sleeping coaches, and six hundred and ninety-three new freight cars of all classes.

The aggregate amount expended in the construction of branch roads as before specified, is \$916,232 25, covering seventy-nine miles of road, or \$11,597 88 per mile. One (the Indianola) has been in operation since the first of November; the others will be opened for traffic in May.

The expenditures on account of permanent improvements to roadway, additional side tracks, new buildings, and stone ballast, amount to \$185,750 56.

The leading items of expenditures for repairs and renewals of track have been as follows:

257,330 ties.....	\$111,696 57
4,074 iron rails, re-rolled.....	120,375 94
649 iron rails, new.....	53,938 02
237 steel-capped rails.....	23,581 43
146 Bessemer steel rails.....	11,614 45
194,300 lbs. railroad spike.....	8,467 46
276,900 lbs. fish bars and bolts.....	11,395 75
18,223 rails repaired in company's shops.....	14,920 23

During the year 54.86 miles of track were re-laid with iron and steel. The company have laid in all 5,855 tons of Bessemer steel rails, and 348 tons of steel capped rails. The superintendent says "the Bessemer steel is doing great service. The steel capped rails have not in all cases proved as satisfactory." Owing to the increased demand and consequent large advance in the cost of steel rails, but a trifling addition was made during the past year. It is expected a considerable quantity will be laid the current season.

The company own of main and branch lines, 565 miles; and lease the Peoria and Bureau Valley Railroad, 46½ miles. There is of second track, 21 miles, and of side tracks, 114 miles—equivalent to a single track of 746½ miles.

The company owned at date of last report 145 locomotives; to which have been added by purchase during the year 25, and by construction in the company's shops 12—making a total of 182. The company have also 9 sleeping coaches, 51 day coaches, 6 baggage and passenger coaches (combined), 5 railway post office, 21 baggage, mail and express, 1 paymaster's, 2,358 box freight, 404 stock freight, 830 flat, 66 caboose and drowsers', 2 pile driving, 1 wrecking, and 40 dumping gravel cars. There have been added during the year and cost charged to equipment account: by purchase, 400 box cars; and by building in company's shops, 237 box and stock cars, 50 flats, and 2 sleeping coaches. The company lost by the Chicago fire, 3 sleeping and 8 day coaches, 5 baggage and mail and 6 freight cars. There have been built in the company's shops, to fill the place of those destroyed by the Chicago fire and

otherwise, and their cost charged to repairs: 7 passenger coaches, 4 U. S. postal, 4 baggage and express, 1 combined passenger and baggage, and 74 freight cars of all classes. Thirty-six cars have had Miller's Platform and Buffer applied.

The number of miles run by locomotives on passenger trains was 980,001; on freight trains, 2,588,184; on wood, construction and gravel trains, 305,371—total 3,873,556, at an average cost per mile run for repairs, oil, waste, fuel and wages of engineers, firemen and wipers of 18.99 cents. Earnings per mile run by passenger and freight trains, \$1 63. Expenses per mile run by all trains, \$0 76.

The number of passengers transported during the year was 708,448, of which, 698,548 were first-class, 7,678 second-class, and 2,217 emigrant. Of the total number, 51,952 were through and 666,491 way; 348,431 going east, and 360,012 west. Number of passengers carried one mile, 38,580,595; equivalent to carrying each passenger 55.1 miles. Av. rate per passenger per mile, 3.617 cents.

The amount of freight transported during the year was 2,028,695,240 lbs.—an increase over the previous year of 200,005,136 lbs., or 100,000 tons. Freight carried one mile, 168,784,688 tons; equivalent to moving each ton 166 miles. Av. earnings per ton per mile, 2.49 cents.

The number of pounds of freight transported over the Mississippi Bridge during the year was 882,026,060. The number of loaded cars passed over the bridge was 64,707. Number of foot passengers, 158,224. The number of steamers, barges and rafts passing the draw, was 2,325.

BALANCE SHEET, APRIL 1, 1872.	
Capital stock account .....	\$18,999,200 00
Fractional scrip unconverted into stock .....	800 00
Bonds, Chicago and Rock Island Railroad Company, past due....	4,000 00
Mortgage Sinking Fund bonds....	8,698,000 00
Fractional agreements, convertible into bonds.....	140 00
Chicago, Rock Island and Pacific Railroad Company, of Iowa....	29,629 94
Sundry balances due.....	41,032 18
Profit, balance of income account.	3,717,930 02

Cost of road and equipment.....	\$31,489,842 14
Railway bridge bonds.....	28,761,315 65
Balance in hands of assistant treasurer, Chicago .....	387,136 49
Due from other railroads.....	25,500 00
Balance in hands of cashier, Chicago.....	195,728 12
Cash, and loans payable on demand	953,138 00
	1,167,023 88
	\$31,489,842 14

President.—JOHN F. TRACY.

Vice Pres't and Gen'l Supt.—HUGH RIDDLER.

Directors.—David Dows, Francis H. Tows, A. G. Dulman, Charles R. Mervin, H. Kennedy, New York; Robt. A. Forsyth, Newburg, N. Y. Milton Courtright, Wm. L. Scott, Erie, Pa.; John F. Tracy, Hugh Riddle, Henry H. Porter, Chicago, Ill.; Geo. L. Davenport, Davenport, Iowa; B. F. Allen, Des Moines, Iowa.

Secretary and Treasurer.—FRANCIS H. TOWS.

Ass't Treasurer.—F. D. SHERMAN.

Ass't Gen'l Superintendent.—P. A. HALL.

Track laying is progressing finely on the western end of the Bedford and Bridgeport railroad, connecting Bedford with the P. B. & W. R. R., and trains are now running regularly to Buffalo Mills, ten miles west of Bedford.

#### The Stamp Taxes.

The Act of Congress recently passed for reducing the customs duties and internal revenue taxes, repeals all the taxes imposed by stamps under Schedule B of section 170 of the act of June 30th, 1864, and the several acts amendatory thereof, excepting only the tax of two cents on bank checks, drafts or orders. The legal instruments released from the necessity of being stamped are as follows: agreements, bills of exchange or promissory notes, bills of lading, bills of sale, bonds of every description, certificates of stock, certificates of profits, certificates of damage, certificates of deposit, certificates of any description, charter parties, contracts for sale of property of any kind, conveyances, entries at Custom House, insurance policies, leases, manifests, mortgages, passage tickets, powers of attorney for any purpose, probates of wills, protests of notes and protests of marine losses. This repeal of the stamp tax goes into effect on and after October 1st 1872. The stamp tax on brokers' sales, it appears, is not repealed, but in full force. The tax on borrowed capital was abolished.

The Boston Advertiser says that the route for the extension of the Athol and Enfield Railroad from Barrett's station (Belchertown) to Springfield, is surveyed and definitely located for nearly the whole distance. Mayor Spooner has not yet made the subscription of \$300,000 to the stock of the road which was recently voted by the city, but he will probably do so in a few days, and, this done, the road will immediately be placed under contract, and, if possible, will be completed by the 15th of December. This action is expected to give new life to the Portland (Ct.) Railroad project. The Connecticut people are ready to build the road north to the State line, whenever they have assurances that Springfield will meet them there. It is said the \$400,000 voted by the city some time ago for the Springfield and Stafford Railroad is available for the Portland road.

The Philadelphia Ledger of 24th inst., reports the net anthracite coal tonnage for the week ending on the 15th inst., from all sources, at 455,869 tons, and for the year 8,089,416 tons, against 8,504,318 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,585,098 tons. The production of bituminous coal for the week was 62,872 tons, and for the year 1,052,751 tons, against 943,498 tons to the corresponding time last year—an increase of 109,258 tons. The total production of all kinds of coal for the week was 518,741 tons, and for the year 9,071,967 tons, against 4,447,816 tons to corresponding time last year, showing an increase of 4,624,151 tons.

At a meeting of the stockholders of the New York and Albany Railroad Company, held June 19, 1872, the following were chosen Directors for the ensuing year: Geo. Talbot Oliphant, Robert Lenox Kennedy, Abiel A. Low, Otis D. Swan, New York; Thomas Cornell, Kingston; Robt. A. Forsyth, Newburgh; Joseph H. Ramsey, Thomas W. Olcott, Erastus Corning, Robert H. Pruyn, James Kidd, John Tracy, Daniel S. Lathrop, Albany.

**Railroads of the State of Pennsylvania.***A tabular statement of their Capital, Length, Cost, Earnings, Expenses, Dividends, &c., for the year 1870-71.*

Compiled from the Annual Reports of the several Companies made according to Law to Hon. J. F. HARTRANFT, Auditor General of the State.

Railroads.	Capital Account.		Length of Track.		Cost of Roads Road		Gross Earnings.		Net Expenses.		Dividends.								
	Stock.	Bonds.	Total.	Debt.	Main.	Branch.	Other.	Passenger.	Freight.	Other.	Total.	Rents.	Earnings.	Am't.	Rate p. c.				
Allegheny Valley.....	2,266,350	8,961,000	602,487	6,719,787	182,000	48,90	9,747,216	132,00	427,802	1,276,979	27,731	1,731,012	946,862	784,160	.....				
Allentown.....	567,544	999,900	579,081	1,146,625	4,60	0,30	1,054,287	.....	.....	.....	.....	.....	.....	.....	.....				
Atlantic and Great Western	29,598,695	29,999,900	(large)	59,598,695	887,50	504,00	69,998,695	504,00	869,891	3,180,263	163,758	4,213,937	4,908,717	(Loss)	.....				
Bald Eagle Valley.....	560,000	460,000	1,000,000	1,000,000	61,19	2,50	4,90	1,050,000	.....	1,093,000	.....	1,093,000	.....	88,000	6				
Bethch Coal.....	1,000,000	93,000	1,000,000	1,000,000	6,00	5,00	1,093,000	.....	1,093,000	.....	1,093,000	.....	60,000	6					
Bedford and Bridgeport.....	241,925	500,000	741,925	15,00	0,50	0,50	851,925	.....	.....	.....	.....	.....	.....	.....					
Bellefonte and Snow Shoe.....	600,000	99,000	600,000	600,000	21,20	4,00	3,35	442,059	25,20	7,586	69,250	45,456	102,302	86,647					
Buffalo, Bradford & Pittsburg	2,286,700	583,800	463,674	1,591,391	43,20	5,00	2,869,500	26,00	2,869,500	43,20	82,754	169,636	7,062	(Operated by Erie Company.)	.....				
Buffalo, Corry and Pittsburg..	428,717	700,000	463,674	1,591,391	43,20	5,00	1,632,058	.....	1,632,058	105,198	17,747	128,082	73,33	54,719	6				
Catasauqua and Fogelsville.....	426,900	1,740,350	.....	426,900	20,00	4,00	8,00	742,157	24,00	5,087	120,650	45,456	20,966	461,813	202,515				
Catwissa.....	3,859,600	400,000	60,484	5,098,850	94,00	4,50	7,00	5,126,500	98,60	7,570	659,792	20,966	(Operated by Huntingdon and Broad Top Co.)	.....	7				
Charters.....	635,855	400,000	635,855	1,095,839	22,80	1,50	1,095,839	.....	1,095,839	1,50	1,095,839	.....	1,095,839	.....	.....				
Chester Creek.....	180,400	186,000	366,400	366,400	7,25	0,75	366,400	.....	366,400	1,371,900	1,371,900	1,371,900	1,371,900	(Operated by Erie Company.)	10,257	6			
Chester Valley.....	871,900	600,000	972,500	2,344,400	21,50	1,60	2,344,400	.....	2,344,400	1,20,650	1,20,650	1,20,650	1,20,650	(Operated by Erie Company.)	14,478	12			
Chestnut Hill.....	120,650	120,650	120,650	4,13	1,00	1,00	1,00	11,727,450	167,00	32,00	68,83	11,618,594	231,00	601,024	2,375,403	104,220			
Cleveland and Pittsburgh.....	7,867,950	3,859,500	11,740,350	684,700	56,877	6,88	688,242	28,80	688,242	11,727,450	11,727,450	11,727,450	11,727,450	1,668,473	1,412,174				
Colebrookdale.....	47,165	564,700	56,877	688,242	28,80	1,50	662,332	.....	662,332	1,095,839	1,095,839	1,095,839	1,095,839	(Operated by Erie Company.)	.....	.....			
Columbia and Port Deposit.....	203,172	160,000	195,409	668,581	6,00	.....	668,581	.....	668,581	1,095,839	1,095,839	1,095,839	1,095,839	(Operated by Erie Company.)	76,698	6			
Connecting.....	1,278,300	996,000	2,274,300	67,80	9,48	2,278,300	6,78	2,278,300	6,78	104,056	40,797	2,211	147,064	261,974	(Loss)	.....			
Cornwall.....	300,000	300,000	300,000	747	1,00	2,50	39,724	8,47	39,724	11,50	1,553,445	68,00	452,017	190,111	557,639	31,359	24,000		
Cumberland Valley.....	1,326,650	362,300	1,678,950	68,00	.....	1,678,950	11,50	1,678,950	11,50	1,055,600	2,138,235	2,138,235	2,138,235	2,138,235	260,553	297,086	106,182		
Danville, Hazleton & Wilkesburg.....	684,235	1,400,000	154,000	2,350,000	45,00	2,50	2,350,000	45,00	2,350,000	56,00	1,055,600	6,982	21,154	894	28,630	12,017	26,613		
Delaware and Hudson (canal).....	15,000,000	8,500,000	23,500,000	25,927,678	115,00	5,00	23,500,000	45,00	23,500,000	56,00	14,314,981	116,00	41,006	30,290	142,470	745,481	150,000		
Dunkirk, Warren and Pittsburgh.....	1,075,000	1,190,000	55,000	2,820,000	54,80	.....	2,820,000	54,80	2,820,000	3,50	1,314,981	115,00	2,320,000	54,80	(Operated by Erie Company.)	216,378	10		
E. Brandywine & Waynesburg.....	89,800	175,000	2,000	266,800	17,50	0,60	266,800	17,50	266,800	3,50	1,095,604	266,800	1,095,604	1,095,604	1,095,604	(Opened August 20, 1871.)	.....	.....	
East Mahanoy.....	392,550	392,550	392,550	392,550	7,54	3,35	392,550	7,54	392,550	8,10	391,604	3,35	1,484,290	3,35	1,484,290	3,35	28,553	6	
Ebensburg and Cresson.....	42,000	80,000	122,000	11,00	0,50	122,000	11,00	122,000	11,00	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	78,552	6	
Elmira and Williamsport.....	1,000,000	1,620,000	2,620,000	1,620,000	78,00	14,00	2,620,000	78,00	2,620,000	106,941	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	60,000	6	
Erle.....	86,536,910	26,398,800	112,935,710	431,900	151,25	508,25	106,904,362	914,00	106,904,362	1,04,056	31,733	261,029	95,926	12,739,331	1,04,056	1,04,056	1,04,056	1,04,056	
Erie and Pittsburg.....	1,075,000	1,190,000	2,000	4,276,450	83,69	3,66	17,72	4,771,123	.....	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	
Fayette County.....	96,396	30,000	125,396	12,67	0,80	125,396	12,67	125,396	12,67	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	
Franklin and Holmesburg.....	100,000	150,000	150,000	4,15	0,73	159,427	4,15	159,427	4,15	10,498	10,498	10,498	10,498	10,498	10,498	10,498	10,498	10,498	
Hanover Branch.....	116,850	1,740,350	1,740,350	116,850	12,20	1,22	260,000	12,20	260,000	1,882,550	18,576	39,415	18,395	76,386	47,117	29,268	11,685	10	
Harrisburg and Lancaster.....	1,182,550	700,000	1,882,550	36,00	18,00	36,00	1,882,550	32,00	1,882,550	44,00	2,792,475	12,60	70,25	81,733	261,029	95,926	87,688	191,625	187,053
Huntingdon & Broad Top Mt.....	1,660,000	2,157,026	3,607,026	3,607,026	9,76	9,76	3,607,026	9,76	3,607,026	20,00	268,000	11,00	66,80	34,292	34,292	34,292	19,707	14,686	
Ironton.....	400,000	100,000	500,000	4,276,450	83,69	3,66	1,04,056	8,60	1,04,056	2,463,074	11,00	62,00	18,365	4,471	261,186	150,711	100,476	100,476	
Jefferson.....	604,777	996,000	927,323	2,528,100	61,00	1,50	8,60	2,528,100	61,00	1,50	1,04,056	62,00	56,850	18,365	4,471	261,186	150,711	100,476	
Junction.....	2,036,700	2,300,000	4,395,700	22,50	38,50	12,50	4,395,700	22,50	4,395,700	4,62	14,556	104,886	8,402	127,848	84,449	43,894	43,894	43,894	
Lackawanna and Bloomsburg.....	1,336,000	2,250,000	202,271	3,787,271	80,00	4,62	32,00	898,324	4,48	898,324	80,00	162,235	69,630	12,486	12,486	12,486	49,433	37,977	
Lake Shore & Mich. Southern.....	34,938,000	26,433,000	3,496,815	64,867,815	541,00	392,62	337,50	58,778,886	80,00	3,959,678	80,00	1,04,056	151,353	949,784	14,797,975	9,782,367	5,015,618	2,926,658	
Lawrence.....	285,050	355,000	640,050	17,40	4,83	633,170	4,83	633,170	4,83	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	
Lehigh and Lackawanna.....	375,100	800,000	675,100	675,100	15,00	1,02	675,100	15,00	675,100	1,02	12,011,731	174,76	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	
Lehigh Valley.....	8,739,850	15,038,656	23,778,500	23,778,500	105,00	32,25	80,50	12,011,731	174,76	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	
Mifflin and Centre County.....	65,526	188,500	65,526	188,500	131,177	3,00	131,177	3,00	131,177	1,00	100,657	3,00	115,616	9,50	2,099	6,846	8,780	185,785	
Mill Creek and Mine Hill.....	323,875	34,860	323,875	323,875	9,50	4,62	323,875	9,50	323,875	4,48	8,20	12,90	2,29	247,015	1,04,056	1,04,056	1,04,056	1,04,056	
Miner Hill & Schuykill Haven.....	3,905,600	34,860	3,905,600	3,905,600	34,860	34,860	3,905,600	34,860	3,905,600	34,860	3,905,600	34,860	3,905,600	34,860	3,905,600	34,860	3,905,600	34,860	
Mount Carbon and Port Carbon.....	282,350	40,000	771,500	771,500	3,417,600	28,25	3,417,600	3,00	3,417,600	1,00	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	
Mount Pleasant and Broad Ford.....	111,160	100,000	43,178	43,178	180,000	20,00	180,000	20,00	180,000	9,88	600,000	20,00	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	1,04,056	
Muncy Creek.....	52,000	100,000	1,250,000	1,250,000	200,000	7,00	200,000	7,00	2										

## **Safe and Profitable!**

THE

## CANADA SOUTHERN

## **First Mortgage Sinking Fund 30 Years**

## **7 PER CT. GOLD BONDS**

AT

## **90 AND ACCRUED INTEREST**

The Road runs from Buffalo to the Detroit River, and is the Eastern link in the new AIR LINE FROM BUFFALO TO CHICAGO, and has been under construction for about two years past by railroad men who have seen the necessity for a STEEL RAIL, LOW GRADE, SHORT ROUTE between the great railroad systems which diverge from Chicago, Toledo and Buffalo.

Among the builders of the road, by whose cash subscriptions 220 miles (out of 290) have already been graded, bridged and made ready for the superstructure, a large part of the steel rails bought, all of the materials for the stations and a part of the equipment purchased, are:

MILTON COURTRIGHT, JOHN F. TRACY  
DAVID DOWS, WM. L. SCOTT, HENRY H.  
FARNHAM, R. A. FORSYTH, HENRY POR-  
TER, JOHN M. BURKE, M. L. SYKES, Jr., B.  
F. ALLEN, all directors, either in the Chicago  
and North West or the Chicago, Rock Island and  
Pacific ; GEO. OPDYKE of the Midland Road  
JOHN B. ALLEN, SIDNEY DILLON, DANIEL  
DREW, J. S. CASEMENT, J. & J. CASEY, O.  
S. CHAPMAN, JOHN ROSS, DAVID STEWART  
and F. H. WINSTON.

## THE ROAD will be

33 Miles Shorter than any other Road either BUILT or in contemplation between Buffalo and Chicago, and will also shorten the distance between Toledo and Buffalo 23 miles.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety-six per cent. of the road IS STRAIGHT.

**THE ROAD WILL BE COMPLETED** and in running order on or before Dec. 31 of this year.

The principal and interest of the bonds are payable either in New York, London, or Frankfurt.

**LEONARD, SHELDON & FOSTER**  
No. 10 Wall-Street.

No. 10 Wall-st.  
NOTICE

**NOTICE.**  
HAVING BECOME ASSOCIATED WITH  
Messrs. LEONARD, SHELDON & FOSTER in  
the Agency of the CANADA SOUTHERN RAIL-  
WAY CO., we offer the above named Bonds for  
sale.

After a thorough investigation, we recommend them to our friends and customers as a SURE AND RELIABLE INVESTMENT.

Pamphlets and all information furnished on application.

**WILLIAMS, LAMBERT & CO.**  
**27 PINE ST.**

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## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	29,422	256,562	242,743	2,300,767
1869.....	212,604	218,082	291,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,396	467,659	5,670,882
1870.....	413,104	394,176	488,322	633,758	768,120	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.....	536,499	485,490	614,444	720,929	892,341	793,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,487,072
1872.....	634,480	546,487	663,050	951,200	1,221,626	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866.....	280,503	275,283	299,063	268,480	322,278	355,270	335,985	409,251	401,263	357,956	307,919	236,824	3,840,092
1866.....	226,153	222,241	290,111	219,249	329,851	371,544	321,597	387,269	322,638	380,223	323,036	271,247	3,095,156
1867.....	243,787	167,832	235,961	282,165	325,510	342,588	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868.....	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869.....	343,182	315,099	388,727	328,390	345,833	402,854	551,045	493,232	506,623	468,212	397,515	340,851	4,681,563
1870.....	281,109	316,057	342,897	348,039	408,686	408,655	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	372,316	324,170	378,021	381,544	440,457	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1868.....	.....	.....	.....	.....	.....	.....	281,334	296,160	473,186	551,122	435,945	407,688	2,811,544
1869.....	273,876	317,839	390,355	421,363	466,830	480,710	519,306	669,605	729,759	716,378	563,400	614,566	W
1866.....	541,006	482,164	499,296	468,558	585,023	711,762	702,691	767,508	946,707	932,683	574,671	547,842	7,976,496
1866.....	523,566	599,917	523,845	537,519	586,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867.....	696,147	574,664	765,396	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868.....	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,711
1869.....	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,555,467
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,130,284	1,034,933	1,227,513	1,259,782	1,306,338	1,037,904	773,494	12,203,403
1871.....	655,428	602,182	774,944	767,641	1,094,101	952,899	851,846	1,099,537	1,281,574	1,047,318	1,006,235	842,012	10,997,886
Cleveland, Col., Cin. and Indianapolis:													
1868.....	242,205	236,180	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,349
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	323,615	271,555	242,621	3,096,908
1870.....	203,069	226,897	244,182	244,046	250,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,179
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,750	374,671	338,723	340,625	317,773	3,765,345
1872.....	327,538	318,626	354,766	366,960	378,493	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865.....	571,536	528,972	616,665	460,573	617,682	578,403	747,469	739,736	641,588	643,887	518,088	7,181,208	
1866.....	603,063	505,266	505,455	411,605	569,250	667,679	480,626	578,263	571,348	661,971	588,219	504,066	6,546,741
1867.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,630	823,901	727,810	613,329	7,160,922
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	704,325	889,967	931,530	685,401	681,041	7,817,629
1869.....	659,138	524,693	709,645	568,282	640,975	778,261	696,228	814,363	914,401	914,408	814,413	696,677	8,823,481
1870.....	623,383	661,789	601,326	555,087	684,539	712,647	627,216	809,062	901,235	903,225	811,708	697,751	8,678,938
1871.....	624,744	529,617	568,598	620,228	718,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	642,466	527,068	572,176	547,988	636,373	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866.....	90,411	85,447	84,851	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,230
1867.....	94,133	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,715
1868.....	92,433	81,599	98,482	108,461	96,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,066
1869.....	98,517	91,666	103,568	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870.....	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,960
1871.....	130,883	126,224	140,740	119,650	115,115	118,572	127,341	166,191	175,436	172,567	169,820	169,820	1,690,714
1872.....	152,577	142,408	150,784	145,888	158,717	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1865.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,370	328,870	4,520,550
1866.....	282,439	266,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867.....	304,066	283,661	375,210	362,783	333,952	284,977	313,021	398,963	464,778	506,294	421,934	330,373	4,371,013
1868.....	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,569,250
1869.....	384,120	320,636	386,527	411,514	403,646	366,623	329,950	478,546	490,772	484,419	374,542	374,542	4,744,194
1870.....	337,992	329,128	384,431	412,030	404,283	363,187	328,891	378,880	479,990	511,447	453,873	387,827	4,755,985
1871.....	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872.....	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867.....	319,763	240,755	261,143	316,266	401,900	389,356	385,412	350,565	751,738	1,101,771	775,616	438,323	5,683,068
1868.....	369,228	321,203	333,508	436,412	565,718	486,191	423,398	522,682	1,024,045	1,037,464	565,917	468,880	6,517,646
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,136	496,563	7,250,059
1870.....	396,171	382,823	377,571	443,132	570,700	755,737	634,434	661,020	698,318	708,313	701,014	529,758	7,420,491
1871.....	396,760	327,431	377,571	483,884	662,367	658,018	451,113	506,557	815,345	841,150	644,625	473,295	6,683,054
1872.....	460,985	328,823	303,594	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864.....	210,820	260,466	300,201	269,444	224,963	223,242	268,177	302,596	332				

### Commerce of New York.

The foreign imports at New York for the month of May, 1871 and 1872, are officially stated as follows:

1871.	1872.
Entered for consumpt'n. \$16,544,919	\$16,868,458
Do. for warehousing.... 14,842,869	23,002,975
Free goods.... 2,758,231	3,111,784
Specie and bullion.... 142,477	96,028

Total entered at port... \$34,288,496	\$42,579,240
Withdrawn fr. wareh'use 10,070,612	10,199,829

The foreign imports at New York for the five months from January 1, were:

1871.	1872.
Entered for consumpt'n. \$88,865,927	\$98,985,328
Do. for warehousing.... 64,242,927	88,374,363
Free goods.... 13,736,707	14,033,539
Specie and bullion.... 3,390,046	733,854

Total entered at port... \$170,235,607	\$202,127,084
Withdrawn fr. wareh'se. 54,487,088	56,468,319

The foreign imports at New York for the eleven months ending May 30, were:

1871.	1872.
6 months ending Jan. 1. \$156,339,208	\$183,028,276
January..... 28,792,062	35,679,496
February..... 35,491,324	38,206,143
March..... 38,696,064	39,218,268
April..... 32,967,661	46,443,987
May..... 34,288,496	42,579,240

Total..... \$826,574,815	\$885,155,360
Deduct specie.... 8,091,731	2,340,410

Total mdse..... \$318,488,084	\$382,814,950
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The duties received at New York for eleven months ending with May, were:

1871.	1872.
6 mos. ending Jan. 1. \$67,729,184 75	\$74,078,181 75
January..... 12,010,020 67	13,817,086 82
February..... 12,258,147 69	14,710,928 08
March..... 15,305,799 14	14,095,994 24
April..... 12,535,090 06	13,948,999 00
May..... 11,490,140 42	10,806,468 92

Eleven months... \$131,318,882 73	\$140,957,658 81
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The exports from New York to foreign ports in the month of May, were:

1871.	1872.
Domestic produce.... \$17,066,928	\$14,746,837
Foreign free goods.... 169,250	86,977
Do. dutiable.... 783,607	1,097,188
Specie and bullion.... 9,615,698	14,850,556

Total exports..... \$27,635,483	\$30,731,503
Do. exclusive of specie. 18,019,785	15,880,947

The exports from New York to foreign ports for five months from January 1, were:

1871.	1872.
Domestic produce.... \$92,832,816	\$81,394,156
Foreign free goods.... 461,388	581,823
Do. dutiable.... 3,872,605	4,390,944
Specie and bullion.... 32,949,884	24,576,697

Total exports..... \$129,616,698	\$110,943,620
Do. exclusive of specie.. 96,666,809	86,366,923

The exports (exclusive of specie) from New York to foreign ports for eleven months ending with May, were:

1871.	1872.
6 months ending Jan. 1. \$107,654,919	\$119,604,290
January..... 18,887,876	18,951,004
February..... 18,739,742	17,915,169
March..... 22,189,832	16,530,019
April..... 18,930,074	17,089,784
May..... 18,019,785	15,880,947

Total produce..... \$204,821,728	\$205,971,218
Add specie..... 74,800,759	46,887,621

Total exports..... \$278,622,487	\$252,858,834
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### Pennsylvania Railroad.

Colonel John W. Forney, now on a trip to Texas, in company with Colonel Thomas A. Scott, writes the following in a letter from Louisiana:

"It is at the beginning of another great railroad triumph that we may dwell a little upon some of the achievements of John Edgar Thomson, the chief of the Pennsylvania Railroad and its dependencies, and the career of his daring Vice President, Colonel Thos. A. Scott.

"The Pennsylvania system of roads commences at Philadelphia with a line from New York intersecting at Philadelphia, and a line from Baltimore and Washington intersecting at Harrisburg, thence diverging to Erie, forming connections at Erie with the system of Lakes and Lake Shore roads, and all the various connections throughout the entire Northwest. The main line of the Pennsylvania Railroad extends to Pittsburg and connects at that point with all the roads now under the control of the Pennsylvania Company, a corporation which the Pennsylvania Railroad controls by the ownership of its stock. This last company is now under the control of Colonel Thomas A. Scott, as President, who still retains his position as Vice President of the parent company at Philadelphia. The Pennsylvania Company now controls all the lines west of Pittsburg in the Pennsylvania system.

"It owes the road to Cincinnati by way of Columbus, then a line from Columbus to Louisville, controls a line from St. Louis, and another from Columbus by way of Logansport to Chicago; also, the Pittsburg, Fort Wayne and Chicago, direct to Chicago, the Cleveland and Pittsburg Road from Cleveland to Pittsburg, and the Erie and Pittsburg Road to Erie. These various lines, with their branches to Washington, Pennsylvania, the Muskingum Valley Road, and their branches from the several main lines, now aggregate over thirty-two hundred miles of road, all connected and all equipped. These, when added to the line controlled by the Pennsylvania Company east of Pittsburg, embracing 1,384 miles, make a grand aggregate of about 4,600 miles, all connected, equipped and managed under one interest, the Pennsylvania Railroad, of which John Edgar Thomson is President, and were built from the time he took charge as Chief Engineer in 1847, embracing a little over a quarter of a century in the service of the company, and accomplishing a result by his combination of roads that has never before been achieved by any man in railroad life. During all that period he has paid his stockholders an average of over ten per cent. per annum."

### Pittsburg, Washington and Baltimore Railroad.

A meeting of the directors of the Pittsburg, Washington and Baltimore Railroad Company took place at Pittsburg on the 20th inst., when President Wm. O. Hughart, so long the head of that road, resigned the position, and Wm. Keyser, of Baltimore, second vice-president of the Baltimore and Ohio railroad, was elected to fill the vacancy. Under the severe labors which Mr. Hughart has undergone in the completion of this road his health had suffered considerably. He goes to Tennessee, it is understood, in connection with railroad enterprises there, not involving, however, such laborious exertion as the bringing the Connellsville road through its difficulties has in the past imposed. The trade of the Pittsburg, Washington and Baltimore road is now so steadily increasing and its prospects are such that the Baltimore and Ohio Company has ordered for it 25 additional locomotives and 700 freight cars, to be built outside the company's shops. The opening to Washington of the Metropolitan Branch road this fall, on which the track is now being laid, will of course add largely to the business of this road.—*Balt. Sun.*

**[A]** A survey is being made for the proposed straightening of the Boston and Albany Railroad between Worcester and Leicester,

### From the Toledo Blade.

#### Toledo, Thorntown and St. Louis Railroad.

At the annual meeting of this Company, held in this city on the 15th inst., President SPRAGUE reported the consolidation of the Toledo, Thorntown and St. Louis, of Indiana, and the Toledo and St. Louis Air-Line of Ohio, under the first named title. Another Company has been organized for the line between Crawfordsville, Indiana, and the Illinois State Line, known as the Crawfordsville and Illinois Railroad Company, and also, consolidated with the T. T. & St. Louis. Mr. SPRAGUE says:

In June last the services of Hon. W. W. Murphy were obtained, and in July he sailed for Europe to interest foreign capitalists in taking the bonds of the company to enable it successfully to complete its work. The interest taken by these gentlemen was so great that in October last they sent a confidential agent, duly accredited, to make a thorough examination of the proposed route, its prospects for future business, and its financial basis. After frequent interviews with the agent, and such examination as be thought proper to make, extending over four months of time, an arrangement was concluded on the 5th of January, for placing the funds of the company at \$20,000 per mile, at the rate authorized at your last meeting.

One of the conditions of this loan for thirty years, so negotiated, was that the company should raise local aid to the amount of \$4,000 per mile and provide the right of way. And another was, that the contract for the construction of the Road should be let to responsible and experienced contractors.

He further reports that from Putnam county, Ohio, to Vermillion county, Ind., including both of these counties—a distance of 200 miles—\$743,770 has been secured.

The contract for performing the second condition, viz;

The construction and equipment of the entire line in a first class manner, to a heavy, responsible and experienced firm, Messrs. Goss, Gardner & Co. The right of way for the entire line has been pledged, so that it only remains for the company to make good any deficit in the local aid, to make an immediate and rapid commencement of the work, which, when once begun, will be pushed to as rapid a completion as men and money will allow. The same parties have taken, upon like terms, the contract for the Illinois division, thirty-two miles of which, it is expected, will be completed in a few months. The contractors also bind themselves to complete fifty miles of the Ohio and Indiana divisions within a year from the date of the contract, (April 10th, last,) and to have the whole line completed and equipped on or before the 1st of January, 1875.

The preliminary surveys were commenced in Illinois in March last, under the supervision of chief engineer Bush, and were completed in May. In the same month like surveys were commenced at Ottawa, Ohio, and will be completed during this month through the state of Indiana. In Illinois the final survey and permanent location of the line is now being made, and as rapidly completed as possible.

With a very little more work, the enterprise inaugurated and carried forward with such unparalleled success, will be fully under way, and be brought to a favorable issue.

**[B]** The progress being made in the construction of the Chesapeake and Ohio Railroad westward from White Sulphur Springs, in Greenbrier Co., W. Va., is rapid and satisfactory. The cars are now running eight miles west of the springs, and the entire road to the Ohio river will be completed in the month of October,

# RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*....100	\$3,067,800	J. & J.	July '72 3 <sup>4</sup>	Little Miami*....50	\$5,871,450	J. A. J. O.	July '72 2	Warren (N. J.)....100	\$1,800,000	J. & D.	Dec.'71 24
Allegheny Valley....50	2,266,350	- & -	- - -	Little Schuylkill*....50	2,645,100	J. & J.	July '72 3 <sup>4</sup>	Warwick Valley....100	225,000	A. & O.	Ap'l.'72 24
Atlanta and West Point....100	1,232,200	J. & J.	July '71 4	Long Island....50	8,000,000	M. & S.	Sep.'71 3	West Jersey....100	1,209,000	F. & A.	Feb.'72 24
Atlanta and Gulf....100	3,691,200	- & -	- - -	Louisiv., Clin. and Lex....50	1,823,483	J. & J.	July '69 3	Winchester & Potomac*100	180,000	J. & J.	Jan.'72 3
" " pref.100	821,864	J. & J.	July '71 3 <sup>4</sup>	" " pref.100	848,700	J. & J.	Jan. '72 4 <sup>4</sup>	Winchester & Strasburg*100	500,000	J. & J.	Jan.'72 3
Atlantic and St. Law*....100	2,494,900	M. & S.	Sept.'71 2	Louisville & Nashville....100	8,680,912	F. & A.	Feb.'72 4	Worcester and Nashua....75	1,400,555	J. & J.	July '72 \$
" " new 1876,100	1,500,000	- & -	- - -	Louisv., N. Alb. & Ohi....100	3,000,000	J. & D.	Dec.'70 3	HORSE-POWER R. R.			
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Ap'l.'72 1 <sup>4</sup>	Lowell and Lawrence....100	200,000	A. & O.	Ap'l.'71 3	Albany City....100	110,300	- & -	
Baltimore and Ohio....100	13,151,902	M. & N.	May '72 5	Lykins Valley....20	600,000	F. M. A. N	May '72 2	Baltimore City....100	800,000	J. & J.	Jan.'72 1
Washington Br....100	1,650,000	A. & O.	Ap'l.'72 5	Macon and Western....100	2,500,000	J. & D.	Dec.'71 5	Bleeker & F. F. Y. (N.Y)100	900,000	- & -	
Parkersburg Br. pref....50	5,680,685	- & -	- - -	Maine Central....100	3,400,500	- & -	- - -	Boston and Chelsea....100	110,000	A. & O.	Ap'l.'72 4
Berkshires*....100	600,000	J. A. J. O.	Ap'l.'72 1 <sup>4</sup>	Manchester and Law....100	1,000,000	M. & N.	May '72 5	Broadway (Brooklyn)....100	200,000	J. A. J. O.	Ap'l.'72 3
Bloomsburg & Corning*....50	250,000	J. & D.	June'72 2 <sup>4</sup>	Marietta & Cincinnati....50	1,372,891	- & -	- - -	Broadw. & 7th Av. (N.Y)100	2,100,000	J. & D.	Jun.'70
Boston and Albany....100	10,664,100	M. & N.	May '72 6	" " pref.50	8,130,719	M. & S.	Sep.'66 3s	Brooklyn City....100	1,500,000	F. M. A. N	Nov.'71 3
Bos., Clin. & Fitchb. pref....50	633,200	- & -	- - -	" " 2d pref.50	4,460,388	M. & S.	Sep.'66 3s	Brooklyn City & Newt....100	600,000	J. & J.	July '70
Agricultural Br....100	60,000	J. & J.	July '71 3	Massawippi*....100	400,000	F. & A.	Feb.'72 3	Brooklyn and Jamaica....100	485,100	- & -	
Bost., Conn. & Mont. pref....50	1,600,000	M. & N.	May '72 3	Memphis & Charleston*....25	6,312,725	J. & D.	Jan. '69 3	Cashwicks (Brooklyn)....100	302,000	J. & J.	July '71 3
Boston and Lowell....500	2,216,000	J. & J.	July '72 4	Michigan Central....100	14,665,848	J. & J.	July '72 5	Cambridge....100	727,800	A. & O.	Ap'l.'72 4
Boston and Maine....100	5,000,000	M. & N.	May '72 5	Mill Creek & Minehl*....50	323,275	J. & J.	Jan. '72 5	Cen. Park., N. & E. Riv....100	1,068,400	A. & O.	Oct.'67 24
Boston and Providence....100	3,950,000	M. & N.	May '72 5	Milwaukee and St. Paul....100	11,822,878	J. & J.	Dec.'70 7s	Citizens' (Phil.)....50	500,000	J. & J.	Jan.'72 7
Buffalo, N. Y. and Erie*....100	960,000	J. & D.	June'72 3 <sup>4</sup>	" " pref.100	10,825,103	J. & J.	February '72 7	Citizens' (Phg.)....50	200,000	M. & N.	Nov.'71 7
Burlington and Mo. Riv....100	1,380,000	J. & J.	Jan. '72 4	M. Hill & Seneyl. Hav*....50	3,856,450	J. & J.	Jan. '72 4	Joney Island & Brookl*....100	500,000	- & -	
Burke...." " pref.100	1,683,400	J. & J.	Jan. '72 4	Morris and Essex*....100	11,900,950	J. & D.	June'72 3 <sup>4</sup>	D. Dock, E. B'dw. & Bat....100	1,200,000	F. M. A. N	Nov.'71 2
Camden and Amboy*....100	5,847,800	J. A. J. O.	July '72 2 <sup>4</sup>	Nashua and Lowell....100	800,000	M. & N.	May '72 5	Eighth Avenue (N.Y.)....100	1,000,000	J. A. J. O.	Oct.'71 3
Camden and Atlantic....50	377,100	- & -	- - -	Naugatuck....100	1,864,400	F. & A.	Feb.'71 5	Elizabeth and Newark....100	200,000	- & -	
" " pref.50	752,700	- & -	- - -	Nesquonong Valley*....50	1,000,000	M. & S.	Mar.'72 5	2nd St. & G. St. Ferry....100	748,000	M. & N.	Nov.'71 5
Cape Cod....60	915,571	J. & J.	Jan.'72 2 <sup>4</sup>	Newark and N. York*....100	977,400	J. & J.	Jan. '72 3	Frankl. & Southw.(Ph.)....50	491,750	J. & J.	Jan.'72 3
Cape May and Millville*....50	447,000	J. & D.	June'72 3	N. Bedford & Taunton....100	560,000	M. & N.	May '72 4	Germantown (Ph.)....100	1,000,000	J. & J.	Jan. '72 4
Catasauqua & Fogelsv....50	426,900	Novemb.	'71 6	N. Castle & Beaver Val*....100	1,800,000	J. & J.	Aug.'69 12s	Girard College (Ph.)....50	500,000	J. & J.	July '71 3
Catawissa*....50	1,19,600	- & -	- - -	N. Haven & No. Thomp....100	615,000	J. A. J. O.	Ap'l.'72 2 <sup>4</sup>	Grand St. and Newton....100	170,000	J. & J.	July '71 2
" " pref.50	2,200,000	M. & N.	May '72 3 <sup>4</sup>	New Jersey*....100	1,296,200	J. A. J. O.	July '72 2	Green & Coates St. (Ph.)....50	500,000	J. & J.	Jan.'72 4
Cayuga and Susq*....50	582,110	J. & J.	July '71 4	New London Northern*100	1,003,500	J. & J.	Jan. '72 4	Heston, Mantau & Fairm....50	2,050,000	J. & J.	Jan.'72 4
Cedar Rapids & Mo. R. ....50	6,850,400	M. & N.	May '72 14	N.Y. Cen. & Hudson R....100	45,000,000	A. & O.	Ap'l.'72 4	Lomb. & South Sts. (Ph.)....25	105,000	J. & J.	Oct.'71 6
" " pref.100	1,000,000	M. & N.	May '72 3 <sup>4</sup>	N.Y. Cen. & Hudson R....100	44,423,330	A. & O.	Ap'l.'72 4	Lynn and Boston....100	200,000	- & -	
Central of Georgia....100	4,666,800	J. & D.	June'72 5	N.Y. and Harlem*....100	8,500,000	J. & J.	July '72 4	Malden and Melrose....100	200,000	M. & N.	July '72 4
Central of New Jersey....100	15,000,000	J. A. J. O.	Ap'l.'72 2 <sup>4</sup>	N. York & New Haven*....100	1,500,000	J. & J.	July '72 4	Metropolitan (Boston)....100	1,250,000	J. & J.	July '72 4
Central Ohio*....50	2,425,000	J. & D.	June'72 3	N. Y. Provid. & Boston....100	2,000,000	J. A. O. J.	Ap'l.'72 2 <sup>4</sup>	Middlesex (Boston)....100	400,000	A. & O.	Ap'l.'72 3
" " pref....50	400,000	J. & D.	June'72 3	Ning. Bridge & Canand*100	1,000,000	J. & J.	July '72 3	Ninth Avenue (N.Y.)....100	597,320	- & -	
Chemung*....100	380,000	J. A. J. O.	Ap'l.'72 1 <sup>4</sup>	North Carolina*....100	4,000,000	irregular.	July '72 3	Orange and Newark....100	282,555	- & -	
Cheshire, preferred....100	2,100,000	J. & J.	Jan. '72 2	N. Eastern (N.Y.) pref....100	111,000	M. & N.	May '74 7	Philadelphia City....100	750,000	J. & J.	July '71 3
Chicago and Alton....100	8,925,500	M. & S.	Mar.'72 5	North Pennsylvania....50	3,150,150	January	Jan. '72 5s	Philadelphia and Darby....20	200,000	J. & J.	July '71 2
" " pref....100	2,425,400	M. & S.	Mar.'72 5	Northern Central....50	5,000,000	M. & N.	May '72 5	Phila. and Grey's Ferry....50	284,775	J. & J.	Jan. '72 5
Chicago, Burl. & Quincy....100	20,000,000	J. & D.	June'72 5	Northern N. Hampb....100	3,068,400	J. & D.	June'72 4	Pbg. Alleg. & Manchester....50	200,000	M. & N.	Nov.'69
Chicago, Iowa & Nebras*....100	3,916,300	J. & J.	July '72 5	Northern New Jersey*....100	1,000,000	J. & J.	Jan. '72 4	Second Avenue (N.Y.)....100	888,100	J. A. J. O.	July '71 2
Chicago & N. Western....100	14,720,959	J. & D.	June'71 4	Norwich & Worcester*....100	2,384,400	F. & A.	July '72 5	Second & Thirde St. (Ph.)....50	962,100	J. & J.	Jan. '72 4
" " pref....100	20,415,013	J. & D.	June'72 3 <sup>4</sup>	Ogdensb. & L. Champl*....100	3,051,800	J. & J.	July '72 3 <sup>4</sup>	17th & 19th streets (Ph.)....50	500,000	J. & J.	July '71 2
Chicago, R. I. and Pacific*....100	19,000,000	A. & O.	Ap'l.'72 4	" " pref.100	2,000,000	A. & O.	Ap'l.'72 4	Sixth Avenue (N.Y.)....100	750,000	M. & N.	May '71 5
Cin., Ham. & Dayton*....100	3,500,000	A. & O.	Ap'l.'72 4	Ohio and Mississippi*....100	19,995,847	" " pref.100	1,000,000	Third Avenue (N.Y.)....100	1,170,000	F. M. A. N	Aug.'71 4
Cin., Sand & Cleve*....50	2,967,800	A. & O.	Ap'l.'72 10s	" " pref.100	4,024,474	J. & D.	June'72 3 <sup>4</sup>	13th & 15th street (Ph.)....50	1,000,000	J. & J.	July '72 4
" " pref....50	248,846	M. & N.	May '72 8	Oil Cr. & Allegheny R....50	4,256,450	J. A. J. O.	July '72 4	Somerville (Boston)....100	75,000	M. & N.	May '72 3
Clev., Col., Cin. & Ind....100	13,914,000	F. & A.	Feb.'72 3 <sup>4</sup>	Old Colony & Newport....100	4,950,020	J. & J.	July '72 3 <sup>4</sup>	South Boston....100	400,000	J. A. J. O.	Nov.'71 4
Cleveland & Mahoning*....50	1,057,569	M. & N.	May '72 3	Oswego and Syracuse*....100	482,400	F. & A.	Feb.'72 4	Union (Boston)....100	200,000	M. & N.	Jan.'72 5
Cleveland & Pittsburgh*....50	7,494,588	M. & N. A. M.	May '72 2 <sup>4</sup>	Pacific of Missouri....100	3,635,750	" " pref.100	1,000,000	Union (Phil.)....50	400,000	J. & J.	Jan.'72 7
Col., Chic. & Ind. Cen.*....100	13,000,000	J. A. J. O.	Jan.'72 2 <sup>4</sup>	Panama....100	1,000,000	J. A. J. O.	July '72 2 <sup>4</sup>	West Philadelphia....50	400,000	J. & J.	Jan.'72 7
Columbus and Xenia*....50	1,788,800	M. J. S. D.	Mar.'72 2	Paterson and Hudson*....100	630,906	J. & J.	Jan. '72 2	CANALS.			
Column & Hocking Val....100	848,864	M. & N.	May '72 3	Paterson and Newark*....100	500,000	J. & J.	Jan. '72 2	Chesapeake & Delaware....60	1,983,563	J. & D.	June'72 3
Concord and Ports*....100	1,000,000	M. & N.	May '72 5	Pember & Ramap....100	249,000	J. & J.	Jan. '71 3	Chesapeake and Ohio....25	8,229,594	- & -	
Conn. & F. susq. p Riv. 1. 0	1,028,040	F. & A.	Feb.'72 3	Pennsylvania....100	342,150	J. & J.	Jan. '71 3	Delaware Division....25	5,633,350	F. & A.	Feb.'72 4
Connecticut River*....50	1,701,000	J. & J.	July '72 5	Peoria & Bureau Val*....100	39,500,000	M. & N.	May '72 5	Delaware and Hudson....100	15,000,000	F. & A.	Feb.'72 5
Cooperstown and Susq....100	307,883	- & -	- - -	Pennsylvania....100	1,200,000	F. & A.	Feb.'72 4	Delaware and Raritan....100	5,847,400	J. A. J. O.	July '72 24
Cumberland V. & W. ....50	1,325,000	A. & O.	Oct.'71 4	Philadelphia and Erie*....50	6,004,030	J. & J.	Jan. '72 4	Erie or Pennsylvania*....50	64,000	- & -	
Danbury and New Cwrls....50	400,000	M. J. S. D.	Dec.'71 4	" " pref.50	2,400,000	J. & J.	Jan. '72 4	Lehigh Coal & Navigat....50	8,739,800	M. & N.	May '71 3
Delaware*....60	1,230,941	J. & J.	Jan. '72 3	Philadelphia & Reading*....100	1,626,250	M. J. S. D.	June'72 3	Monongahela Navigat....50	1,003,500	J. & J.	July '71 5
Del., Lackaw. & Wesin*....60	18,508,880	J. A. J. O.	July '72 2 <sup>4</sup>	Philadelphia & Trenton*....100	30,401,600	J. & J.	July '72 2	Morris (consolidated)*....100	1,025,000	F. & A.	Feb.'72 2
" " pref....50	425,360	- & -	- - -	Phila., Wil. & Balt....100	1,259,100	J. A. J. O.	July '72 2	" (preferred)....100	1,175,000	F. & A.	Feb.'72 5
Eric Railway*....100	2,095,000	J. & J.	Jan. '72 2	Pittab., Ft. W. & Oh!....100	19,714,285	J. A. J. O.	July '72 14	Pennsylvania*....50	4,337,950	- & -	
" " pref....100	8,536,910	F. & A.	July '72 3 <sup>4</sup>	" Special Imp.100	2,000,000	J. A. J. O.	July '72 14	Schnyl. Nav. (common)*....50	1,908,201	F. & A.	Feb.'72 25
Erie and Pittsburg*....50	1,098,260	M. J. S. D.	June'72 14	Oswego, Watert. and Ogd....100	2,997,800	J. & J.	Jan. '72 3	" (pref.)....50	2,888,977	F. & A.	Feb.'72 50s
Fitchburg*....100	3,404,000	J. & J.	July '72 4	Yarmouth certificates....100	202,400	A. & O.	Ap'l.'72 3	Susq. and Tide Water*....50	2,002,746		

## **NATIONAL AND STATE SECURITIES.**

	Amount outstanding.	Interest.	Payable.	WEEK PAYABLE.	Market Price.		Interest.	Payable.	WEEK PAYABLE.	Market Price.
<b>National Securities June 1, 1872.</b>										
Loan of June 14, 1858 .....	registered	\$6,045,000	5 Jan. & July.	1874	100 <sup>4</sup>	Maryland—Eastern Shore R. R. Loan.....	20,131	5 J. A. J. & O.	1890	
..... coupon	13,955,000	5 " "	1874	110	.. Defense Loan Bonds.....	3,651,398	6 " "	1883	103	
Loan of February 8, 1861 .....	registered	13,737,000	6 Jan. & July.	1880	.. Southern Relief Bonds.....	100,000	6 " "	1873		
..... coupon	4,678,000	6 " "	1880	114 <sup>2</sup>	Massachusetts—State Script.....	324,000	5 Jan. & July.	74-1/5		
Oregon War Bonds of March 2, 1861 .....	coupon	945,000	6 Jan. & July.	1881	.. —	275,000	5 April & Oct.	73-74		
Loan of July 1, and Aug. 3, 1861 .....	registered	125,253,000	6 Jan. & July.	1881	.. —	320,000	5 May & Nov.	72-90	98	
..... coupon	64,067,950	6 " "	1881	114 <sup>2</sup>	.. —	133,000	6 June & Dec.	72-77	107	
Loan of Feb. 25, 1862 (5-20s) .....	registered	184,200	6 May & Nov.	1882	.. —	3,000,000	6 Jan. & July.	71-76		
..... (5-20s) .....	coupon	242,500,300	6 " "	1882	.. — of 1863	600,000	5 " "	77-78		
Loan of March 3, 1863 .....	registered	53,414,050	6 Jan. & July.	1881	.. —	200,000	5 " "	1883	98	
..... coupon	21,585,950	6 " "	1881	114 <sup>2</sup>	.. — of 1864	4,379,560	5 May & Nov.	1884	99	
Loan of March 3, 1864 (5-20s) .....	registered	2,379,500	6 May & Nov.	1884	.. — (stg.)	4,000,744	5 " "	1894		
Loan of June 30, 1864 .....	registered	34,791,400	6 May & Nov.	1884	.. — War Loan (cur. 5-20 yr.)	3,505,000	6 Mar. & Sept.	1886	100	
..... coupon	39,012,250	6 " "	1884	114 <sup>2</sup>	.. — Western R. R. Loan, (stg.)	761,816	5 April & Oct.	1871		
Loan of March 3, 1865 (5-20s) .....	registered	38,820,000	6 May & Nov.	1885	.. — T. & G. R. & Hoosac T. stg.	3,506,580	5 " "	88-90	97	
..... (5-20s) .....	coupon	120,103,850	6 " "	1885	.. —	966,500	5 " "	91-98	97	
..... 2d series (5-20s) .....	registered	62,622,600	6 Jan. & July.	1885	.. — Southern Vermont R. R.	200,000	5 " "	1890		
..... (5-20s) .....	coupon	161,869,450	6 " "	1885	.. — Eastern R. R.	50,000	6 Jan. & July.	1871		
..... 3d series (5-20s) .....	registered	92,461,900	6 Jan. & July.	1887	.. — Norwich & Worcester	400,000	6 " "	1877		
..... (5-20s) .....	coupon	228,309,700	6 " "	1887	.. — Bos., Hartf. & Erie (stg.)	3,599,024	5 " "	1900		
..... 4th series (5-20s) .....	registered	13,305,500	6 Jan. & July.	1888	.. —	160,000	6 " "	1878		
..... (5-20s) .....	coupon	26,958,750	6 " "	1888	.. — Two Million Loan Bonds	1,621,000	6 " "	73-83		
Loan of March 3, 1864, (10-40s) .....	registered	138,435,350	5 Mar. & Sept.	1904	.. — War and Bounty Loan Bonds	478,000	7 May & Nov.	1890		
..... (10-40s) .....	coupon	56,131,950	5 " "	1904	.. — Sault St. Marie Canal Bonds	56,000	6 Jan. & July.	1879	100	
Consols of July 14, '70 & Jan. 20, '71 .....	registered	123,404,050	5 F. M. A. & N.	1881	.. — State Building Loan Bonds	250,000	7 May & Nov.	1872		
Consols .....	registered	76,565,950	5 " "	1881	.. — Sioux War Loan Bonds	100,000	7 " "	1883		
Consols .....	coupon	.....	4 F. M. A. & N.	1886	.. — Railroad Loan Bonds	2,275,000	6 " "	1884		
Consols .....	registered	.....	4 " "	1886	.. — State Bonds (for banks)	2,000,000	6 " "	41-71		
Dem. Cer. of Mar. 2, '67, and July 25, '68 (cur.)	12,085,000	3 " "	Dem.	1901	.. — State Bonds proper	438,000	6 Jan. & July.	1885		
Navy Pension Fund of July 23, 1868 (cur.)	14,000,000	3 " "	Ired.	1875	.. — Interest Bonds of 1868	2,727,000	6 " "	1888		
Certificates of Indebtedness 1870 (cur.)	678,000	4 " "	1875	.. — Railroad Loans	13,112,000	6 " "	74-90	98		
Pacific R. R. Bonds .....	(currency)	64,623,512	6 Jan. & July.	96-99	.. — South Pacific guar.	1,589,000	6 " "	1876		
U. S. Notes and Fractional Currency	392,901,064	nil	114 <sup>2</sup>	.. — Hannibal and St. Joseph	3,000,000	6 " "	78-87	96		
<b>State Securities, latest dates.</b>					Nebraska—(No Debt)					
Alabama—State Bonds (original) .....	168,000	5 May & Nov.	1872	65	Nevada—State Loan Bonds	500,000	15 Jan. & July.	1872		
..... (extended) .....	2,414,800	5 " "	1872	65	New Hampshire—War Loan of July 1, 1861	899,200	6 " "	71-78		
..... (sterling) .....	688,000	6 June 1.	1870	..	.. — of Sept. 1, 1864	600,000	6 Mar. & Sept.	1844-59		
..... (" extended) .....	82,500	6 Jan. & July.	1886	..	.. — of Oct. 1, 1865	1,000,000	6 April & Oct.	71-74		
..... (" " " ) .....	712,800	5 " "	1886	..	New Jersey—War Loan of 1861 (free)	1,298,900	6 Jan. & July.	71-84		
Arkansas—State Bonds (refunded) .....	3,000,000	6 Jan. & July.	1899	57	.. — of 1863 (free)	1,002,900	6 " "	86-96		
..... (Aid R. R's) .....	3,000,000	7 April & Oct.	1900	..	.. — of 1864	593,400	6 " "	97-02		
California—Civil Bonds of 1867 .....	2,138,000	7 Jan. & July.	1877	112	New York—Bounty Fund Stocks	1,478,000	7 " "	1877		
..... 1860	138,500	7 " "	1880	..	.. — Bonds	21,089,000	7 " "	1878		
..... Relief Fund Bonds of 1863 .....	424,500	7 " "	1883	..	.. — General Fund Stocks	1,910,082	6 J. A. J. & O. Plea	1875		
..... Bounty Fund Bonds of 1864 .....	805,000	7 " "	1883	..	.. —	800,000	6 " "	1875		
..... Central Pacific R. R. Loan of 1865 .....	1,500,000	7 " "	1885	..	.. — Canal Fund Stocks	348,000	5 " "	1875		
Connecticut—War Bonds, of 1861, (10-20s) .....	5,927,000	6 Jan. & July.	181-82	100 <sup>3</sup>	.. —	900,000	5 " "	1875		
..... of 1864, (10-20s) .....	5,927,000	6 April & Oct.	1883	100 <sup>3</sup>	.. —	2,257,900	6 J. A. J. & O. Plea	1872		
..... of 1865, (20s free) .....	5,927,000	6 " "	1884	101	.. —	5,150,100	6 " "	1873		
Florida—State Bonds 1868 .....	867,500	6 Various.	Var.	..	.. —	2,098,000	6 " "	1874		
..... 1869 .....	300,000	6 Jan. & July.	1898	..	.. —	478,000	6 " "	1875		
..... Railroad Loans \$16,000 per mile .....	200,000	6 " "	1898	..	.. —	880,000	6 " "	1877		
Georgia—W. & Atl. R. R. 1841 to 1844 .....	1,023,000	6 Various.	71-74	87 <sup>1</sup>	.. —	1,106,420	5 " "	1874		
..... " 1842 to 1848 .....	273,000	7 " "	1874	87 <sup>1</sup>	.. —	1,738,500	6 J. A. J. & O. Plea	1875		
..... Atl. and Gulf R. R. 1858 to 1866 .....	800,000	6 Feb. & Aug.	78-86	83	.. —	839,400	6 April & Oct.	71-91		
..... Bonds (Act March 12, 1865) .....	8,700,000	7 Jan. & July.	1886	100 <sup>3</sup>	.. —	2,626,000	6 Jan. & July.	92-98		
Illinois—Interest Bonds of 1847 .....	980,696	6 " "	1877	100 <sup>3</sup>	.. —	1,739,000	6 April & Oct.	92-98		
..... Stock of 1857 .....	34,311	6 " "	1877	100 <sup>3</sup>	.. —	2,800,400	6 Jan. & July.	1899	22	
..... Refunded Stock Bonds .....	348,000	6 " "	1879	100 <sup>3</sup>	.. —	1,821,400	6 April & Oct.	1899		
..... Normal University Bonds .....	45,000	6 " "	1879	100 <sup>3</sup>	.. —	11,407,000	6 " "	1899		
..... Thornton Loan Bonds .....	103,000	6 " "	1879	100 <sup>3</sup>	.. —	1,284,317	6 Jan. & July.	71-91		
..... War Loan Bonds .....	416,800	6 " "	1879	100 <sup>3</sup>	.. —	1,600,000	6 " "	1876		
Indiana—State Bonds .....	.....	..	..	..	.. —	1,000,000	6 " "	1875		
Iowa—War and Defense Bonds of 1861 .....	204,000	5 May & Nov.	1888	..	.. —	4,096,329	6 " "	1884		
Kansas—State Bonds .....	300,000	7 Jan. & July.	1881	..	.. —	2,400,000	6 " "	1881		
..... military .....	100,675	6 " "	1881	..	.. —	366,975	6 May & Nov.	1871		
Kentucky—State Bonds of 1841-42 .....	1,050,500	7 " "	1881	..	.. —	176,156	7 Jan. & July.	74-84		
..... of 1843 .....	176,000	7 " "	1889	..	.. — Union Loan (Columbus)	92,860	5 Feb. & Aug.	1872		
Louisiana—Charity Hospital .....	309,300	6 April & Oct.	71-72	99 <sup>3</sup>	.. —	4,731,300	6 " "	1872		
..... State Bonds, general .....	86,000	6 Jan. & July.	1873	..	.. —	90,400	5 " "	1877		
..... Railroad Bonds .....	750,000	5 Mar. & Sept.	1872	60	.. —	7,900,550	6 " "	1877		
..... Levee Bonds 1865 .....	2,052,000	5 " "	1872	60	.. —	126,950	6 " "	1876		
..... " 1867 .....	1,000,000	5 Various.	79-86	69	.. —	9,237,050	6 " "	1882		
..... " 1870 .....	4,000,000	5 Various.	1886	67	.. —	400,000	6 April & Oct.	1870		
..... Funded coupons 1866 .....	3,000,000	5 Mar. & Sept.	1875	79	.. —	2,769,250	6 Feb. & Aug.	1871		
..... Funded Floating Debt .....	997,300	5 " "	1876	88-88	.. —	384,000	5 Jan. & July.	1872		
..... Ship Canal Bonds of 1869 .....	3,000,000	5 May & Nov.	1910	81 <sup>1</sup>	.. —	3,377,000	5 Feb. & Aug.	77-78		
..... Penitentiary Bonds of 1869 .....	474,000	7 Mar. & Sept.	1889	4	.. —	112,000	4 Jan. & July.	1882		
..... N. La. & Tex. R. R. Bonds of 1869 .....	500,000	7 " "	1909	..	.. —	1,100,000	6 Mar. & Sept.	1882		
Maine—State Bonds .....	548,000	8 April & Oct.	1909	92	.. —	1,768,000	6 Jan. & July.	1893		
..... War Loan of April 26, 1861 .....	301,000	8 Various.	75-78	..	.. —	229,000	6 April & Oct.	1883		
..... " of Jan. 31, 1863 .....	800,000	8 Various.	1871	..	.. —	841,000	6 Feb. & Aug.	1894		
..... " of Mar. 26, 1863 .....	525,000	6 Mar. & Sept.	1883	100	.. —	303,343	6 Jan. & July.	1870		
..... " of Mar. 19, 1864 .....	475,000	6 Feb. & Aug.	1883	..	.. — bonds (stg.)	484,445	6 " "	1882		
Municipal War Debts assumed .....	2,832,500	6 June & Dec.	1889	..	.. — Blue Ridge R. R. bonds of '64	970,000	6 " "	74-77		
..... Municipal War Debts assumed .....	3,084,400	6 April & Oct.	1889	100 <sup>3</sup>	.. — State Capitol bonds	1,997,738	6 " "	74-77		
Maryland—Balt. & Ohio R. R. Loans, Stg. ....	2,288,888	5 J. A. J. & O.	1890	..	.. — Funded Debt of 1866 & coup.	1,431,700	6 " "	87-90		
..... converted .....	449,500	5 " "	1890	..	.. — Conversion Bonds of 1869	1,265,800	6 J. A. J. & O.	1888		
..... " of 1834 .....	1,855,335	5 " "	1890	..	.. — Funding & Special Bonds '68	1,592,150	6 " "	1888		
..... " of 1834 .....	1,687,345	5 " "	1890	..	Tennessee—State Bonds proper .....	1,398,640	5 April & Oct.	Var.		
..... Balt. & Susq. R. R. Loans .....	1,403,146	6 " "	1870	97	.. —	239,166	5 " "			
..... " of 1834 .....	269,000	6 " "	1890	..	.. —	1,706,000	6 " "			
..... Annapolis & Elkridge R.R. Loans .....	428,000	6 " "	1890	100	.. —	24,008,600	6 Jan. & July.	long		
..... Susq. and Tide-Water Canal Stg. ....	96,420	6 " "	1890	..	.. — Railroad Loans	2,172,000	6 " "	75		
..... " of 1834 .....	775,000	6 " "	1890	..	.. — Railroad Endorsements	4,069,503	6 " "	74		
..... converted .....	216,923	6 " "	1890	..	.. — Funding Bonds	4,069,503	6 " "	74		
National Securities June 1, 1872.					Texas—No legal debt .....					
Loan of June 14, 1858 .....					Vermont—War Loan Bonds .....	1,025,000	6 June & Dec.	71-77		
..... registered .....					.. — Certificates	201,000	6 " "	71-77		
..... coupon .....					Virginia—State Stock .....	21,617,578	6 Jan. & July.	long		
..... registered .....					.. — registered	11,108,000	6 " "	43		
..... coupon .....					.. — Bonds .....	1,365,000	5 " "	44		
..... " of 1834 .....					.. — sig.	1,372,968	6 " "	44		
..... Balt. & Susq. R. R. Loans .....					.. — Funding Stock of 1866 .....	1,473,000	6 " "	44		
..... " of 1834 .....					.. — registered	466,250	5 " "	44		
..... Annapolis & Elkridge R.R. Loans .....					West Virginia—Probably a third of the Debt	104,300	6 Jan. & July.	71-78		
..... Susq. and Tide-Water Canal Stg. ....					of Virgin.					
..... " of 1834 .....					Wisconsin—War Loan Bonds .....					

## AMERICAN RAILROAD BOND LIST.

Asterick (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.	Price				When.	Where.	Due.	Price	
Adirondack:														
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	---	Buffalo, Corry and Pittsburg:							
Alabama and Chattanooga:							1st Mortgage (B., C. & F. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886	---	
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	---	1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886	---	
2d Mortgage.....	9,000pm	8	" "	"	1890	---	Buffalo, New York and Erie:							
Alabama and Georgia:							1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	194	
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	---	2d Mortgage.....	380,000	7	May & Nov.	"	1872	---	
Albany and Susq. (D. & H. Canal):							Burlington, Cedar Rapids & Minn.:							
1st Mortgage, 1868.....	1,000,000	7	Jan. & July.	New York.	1888	103	1st Mortgage conv. & skg'd. gold	20,000pm	7*	May & Nov.	New York.	1910	88	
2d Mortgage, 1868.....	2,000,000	7	April & Oct.	"	1885	98	Burlington and Missouri River:							
3d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	---	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102	
Albany City Loan, 1865.....	1,000,000	6	" "	"	1895	---	Stock Bonds "	1,999,380	8	"	"	1878	---	
Allegheny Valley:							Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100	
1st General Mortgage, 1866.....	4,000,000	7.3	Jan. & July.	New York.	1896	95	Stock Bonds "	1,246,800	8	Jan. & July.	"	1889	---	
1st Mortgage, Eastern Extension	48,000	7	-----	-----	-----	-----	1st Mort. (Branch) bonds.....	900,000	8	"	"	1894	109	
Special Bonds to State of Penn.	3,500,000	5	-----	-----	-----	-----	1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	96	
American Central (C. B. & Q.):							Burlington & Mo. Riv. in Neb.:	1st Mort. for \$6,000,000, conv.	3,860,000	8	Jan. & July.	Boston.	1894	102
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	---	California Pacific:	1st Mortgage sinking fund.....	2,250,000	7	Jan. & July.	New York.	1889	106
Androscoggin:							Camden and Amboy:							
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	---	Sterling Bonds, £238,600 @ 4.84.	1,396,824	6*	April & Oct.	London.	1880	---	
Andros & Kennebec (Maine C.):							Dollar Loan of 1875.....	675,000	6	"	New York.	1875	98	
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	92	
Atchison, Topeka and Santa Fe:							Dollar Loan of 1889.....	866,000	6	March & Sept.	"	1889	90	
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	87	Consolidated Loan.....	4,929,200	6	June & Dec.	"	1889	96	
Atlanta and Richmond Air Line:							Sterling (United Co's) Loan.....	1,840,000	6	March & Sept.	London.	1894	---	
1st Mortgage tax free, 1870..gold	16,000pm	5*	Jan. & July.	New York.	1900	---	Dollar (United Co's) Loan.....	154,000	6	"	New York.	1894	---	
Atlantic and Great Western:							Camden and Atlantic:							
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various	Lond. & N. Y.	'76-'84	---	1st Mortgage of 1855.....	490,000	7	Jan. & July.	Philadelphia.	1873	95	
2d Mortgage (N.Y. Penn. & Ohio)	3,908,000	7*	"	"	'81-'83	---	2d Mortgage of 1854.....	500,000	7	April & Oct.	"	1879	60	
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	---	Camden and Burlington County:							
Atlantic and Gulf:							1st Mortgage of 1866.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	85	
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	77	Carthage & Burlington (C.B. & Q.):							
Atlantic, Mississippi and Ohio:							1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879	95	
1st Mortgage on whole line.....	15,000pm	7	-----	New York.	1901	---	Catawissa:							
Atlantic and North Carolina:							1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882	99	
Atlantic and Pacific:							Cedar Falls and Minnesota (H. C.):							
Land Mort. (500,000 acres)..gold	3,000,000	6*	Jan. & July.	New York.	1888	---	1st Mort. (C. E. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86	
1st Mortgage (So. Pacific)..gold	7,250,000	6*	" "	"	1888	---	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	"	1907	81	
Atlantic and St. Lawrence:							Cedar Rapids & Mo. Riv. (C&N W):							
Portland City Loan (skg fund) ..	825,000	6	Various	B. & N. Y.	1871	---	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'16	89	
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	---	Central Branch Union Pacific:							
3d Mortgage, sterling.....	885,500	6*	" "	London.	1884	---	1st Mort. (Aitch. & Pike's P.) gold	1,600,000	6*	Mav & Nov.	New York.	1895	---	
Sterling Loan of 1864 (5-20s)....	484,000	6*	May & Nov.	"	1878	---	2d Mortgage Governm't subsidy.....	1,600,000	6	Jan. & July.	"	1895	---	
Bald Eagle Valley (Penn. R.R.):							Central of Georgia:							
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	---	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875	---	
2d Mortgage.....	100,000	7	" "	"	1884	---	Central of Iowa:							
Baltimore and Ohio:							1st Mort. conv. & tax free..gold	14,000pm	7*	Jan. & July.	New York.	1899	90	
Loan of 1855, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	96	Central of New Jersey:							
Loan of 1850.....	579,500	6	" "	"	1880	98	2d Mortgage.....	176,000	7	May & Nov.	New York.	'70-'75	101	
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	97	New Loan for \$5,000,000.....	4,824,000	7	Feb. & Aug.	"	1890	107	
Loan of 1870.....sterling	3,872,000	6*	March & Sept.	London.	1895	---	Central Ohio (B. & O.):							
Loan of 1853 (Baltimore) skg fd.	8,000,000	6*	Jan. & July.	Baltimore.	1890	---	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	87	
Baltimore and Potomac:							Central Pacific of California:							
1st Mort. of '69 for \$3,000,000 g'd	600,000	6*	Jan. & July.	New York.	1899	---	1st Mortgage.....	26,010,000	6*	Jan. & July.	New York.	'95-'99	104	
Bangor and Piscataquis:							Subordinate Loan (Int. by State).....	1,500,000	7*	"	"	1885	---	
1st Mortgage (Bangor) loan.....	580,000	6	April & Oct.	Bangor.	1890	---	Convertible bonds.....	1,500,000	7*	"	"	1883	101	
Barclay Coal:							Income bonds.....	10,000,000	---					
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	---	Charleston and Savannah:							
Bay City and East Saginaw:							1st Mortgage guar. by S. Car...	505,000	6	May & Nov.	Charleston.	1870	---	
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	---	Charlotte, Columbia & Augusta:							
Bay de Noquet and Marquette							1st Mort. (C. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	---	
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	---	1st Mort. (Col. & Aug. 85 m.)	371,500	7	"	"	1890	---	
Belfast and Moosehead Lake:							1st Mortgage (consol. 196 m.)	786,000	7	"	"	1895	---	
1st Mort. guar. by M.C.Co. gold.	150,000	6*	May & Nov.	Portland.	1890	---	Cheraw and Darlington:							
Bellefontaine & Ind. (C.C. & Ind.):							1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870	---	
1st Mortgage.....	616,000	7	Jan. & July.	New York.	'70-'95	---	2d Mortgage.....	75,000	7	Jan. & July.	"	1879	---	
Bellefontaine and Snow Shoe:							Cherry Valley, Sharon & Albany:							
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	---	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890	---	
Beloit and Madison (C. & N.W.):							Chesapeake and Ohio:							
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	---	Consol. sinking fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94	
Belvidere Delaware:							1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	"	1880	---	
1st Mortgage { guaranteed by }	1,000,000	6	June & Dec.	New York.	1877	---	2d Mort. ( " " )	186,500	6	"	"	1872	---	
2d Mortgage { Camden and }	496,500	6	March & Sept.	Princeton.	1885	88	3d Mort. ( " " )	901,000	6	"	"	1884	---	
3d Mortgage { Amboy. }	746,000	6	Feb. & Aug.	"	1887	88	Income.....	300,000	8	"	"	1876	---	
Blue Ridge, (S. Car.):							Cheshire:							
1st Mortgage guar. by State gold	4,000,000	7*	Jan. & July.	Charleston.	1898	---	Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80	---	
Boston, Clinton and Fitchburg:							Chester Creek:							
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	85	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	---	
Equalization or consol. bonds..	248,000	6	"	"	1885	90	Chester & Chicago Br. Junction:							
2d Mortgage of 1869-'70.....	162,500	7	"	"	1890	90	1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877	---	
Boston, Concord and Montreal:							Chester and Tamaroa:							
1st Mort. (Conc. to Wat. 71 m.).	13,000	7	Feb. & Aug.	New York.	1865	---	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	---	
2d Mort. conv. (1st M. on 224 m.)	150,000	6	Jan. & July.	Boston.	1870	---	2d Mortgage.....	2,490,000	7	Jan. & July.	"	1893	106	
2d Mort. conv. (1st M. on 224 m.)	200,000	7	"	New York.	1870	---	1st Mortgage.....	1,100,000	7	April & Oct.	"	1883	97	
Sinking Fund Mortgage.....	507,000	6	"	Boston.	1889	90	2d Mortgage Income.....	2,825,000	8	Jan. & July.	New York.	1888	115	
Boston, Hartford and Erie:							Trust Mortgage skg fund.....	150,000	8	"	"	1883	---	
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	---	Trust Mortgage.....	400,000	7	April & Oct.	"	1880	100	
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	"	1882	42	Trust Mortgage.....	941,000	4	July.	Frankfort.	1890	---	
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1890	64	Carthage & Burl. R.R. (30 m.) guar.	738,002	8	Jan. & July.	New York.	1878	---	
Mass. Can. (secured by 1st m.b.)	3,000,000	7	" "	"	1890	---	Dix. Peo. & Han. R.R. (454 m.) guar.	600,000	8	May & Nov.	"	1879	95	
Boston and Lowell:							Illinoian Gr. Trunk R.R. (44 m.) guar.	960,000	8					

## AMERICAN RAILROAD BOND LIST.

An Asterisk (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Chicago, Cincinnati and Louisv. :							Columbus and Hocking Valley :						
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes :							2d Mortgage.....	118,000	7	Jan. & July.	" "	1880	....
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	90	Columbus, Springfield and Cln. :						
Chicago, Dubuque & Minnesota :							1st Mortgage for \$1,000,000.....		7		New York.	18-	....
1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	91	Columbus and Xenia :						
Chicago and Illinois Southern :							1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	Concord and Claremont :				Boston.	Due.	....
Chicago, Iowa and Nebraska :							1st and 2d Mortgage.....	374,000	6		Boston.	Due.	....
2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	93	Connecticut and Passumpsic Riv. :				Hartford.	1900	87
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	" "	1892	....	1st Mortgage, 1856.....	455,800	6	June & Dec.	Boston.	1876	93
Chicago & Milwaukee(C. & N.W.):							Notes payable, coupon tax free.....	559,429	7	" "	" "	1876	99
1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	....	Connecticut River :						
1st Mortgage (consol.) 85 m. guar.	1,135,000	7	Jan. & July.	" "	1898	98	1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....
Chicago and Northwestern :							Connecticut Western :						
Pret sinking fund b'ds (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	98	1st Mortgage.....	81,500	7		Hartford.	1900	87
Interest (f'd coup. b'ds) (193m.)	755,000	7	May & Nov.	" "	1883	98	Connecting (Philadelphia) :				Philadelphia.	1890	88
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101	1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	88
1st Mortgage, Appleton Ext. ....	184,000	7	" "	" "	1885	....	Contoocook River :						
1st Mortgage, Green Bay Ext. ....	300,000	7	" "	" "	1885	....	1st Mortgage.....	30,000	6		Boston.	18-	....
Equipment Mortgage .....	101,000	7	April & Oct.	" "	1874	94	Cooperstown and Susq. Valley :						
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104	1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	98	Coun. Bluff & St.J.(K.S.J.C.B.)						
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Elgin and State Line)	135,000	7	" "	" "	1878	....	2d Mortgage.....	150,000	10	" "	" "	1872	....
1st Mortgage (Peninsula) .....	767,000	7	March & Sept.	" "	1898	....	Covington and Lex. (Ky.Cen.) :						
Consol. skg fund Mort. (800 m.)	2,510,000	7	May & Nov.	" "	1915	97	1st Mortgage March 1852.....	120,000	7	March & Sept.	New York.	1872	....
Equipment Mortgage .....	275,000	10	" "	" "	1871	....	2d Mortgage March 1862.....	844,000	7	" "	" "	1888	....
1st Mort. (Chic. & Mil.R.R.) 45m.	397,000	7	May & Nov.	" "	1874	....	3d Mortgage June 1865.....	237,000	7	June & Dec.	" "	1880	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....	Cumberland Coal and Iron :						
3d Mort. (" ) 40m.	10,500	7	June & Dec.	" "	1898	....	1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1891	....
1st Mort. (Chi. & Mil.R.R.) 85m.	1,135,000	7	Jan. & July.	" "	1898	96	2d Mortgage of May 1, 1868.....	770,000	6	May & Nov.	" "	1888	....
1st Mort. (Bel. & Mad.R.R.) 46m.	332,000	7	" "	" "	1888	....	1st Mort. (George's Cr.) assumed	98,000	6	June & Dec.	" "	1881	....
1st Mort. (Mad. Exten.) 126 m. g'd	3,150,000	7	April & Oct.	" "	1911	....	Cumberland Valley :						
1st Mort. (Men. Ext.) 120 m. g'd	2,700,000	7	Jan. & July.	" "	1911	....	1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
Chicago & Mich. Lake Shore :							2d Mortgage.....	109,500	8	" "	" "	1908	....
1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	85	Plain bonds.....	81,800	8	Jan. & July.	New York.	1880	....
Chicago, Pekin & Southwestern :							Danbury and Norwalk :						
1st Mortgage .....gold	15,000pm	7	Jan. & July.	New York.	1891	....	1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880	....
Chicago, Rock Island and Pacific :							1st Mortgage of 1869.....	200,000	7	" "	" "	1890	....
Chi. & Southwes'n(C. R. L. & Pac.):	9,000,000	7	Jan. & July.	New York.	1896	104	Danv., Hazleton & Wilkesbarre :						
1st Mort. guar. and tax free gold	5,000,000	7*	May & Nov.	New York.	1889	....	1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888	85
Chillicothe & Brunswick (N.Mo.)	500,000	8	Jan. & July.	New York.	1894	82	Davenport and St. Paul :						
Cincinnati, & Balt. (Mar. & Cin.):	500,000	7	April & Oct.	Baltimore.	18-	....	1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890	....
Cincinnati, Hamilton and Dayton:							Dayton and Michigan :						
1st Mort. of 1853 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....	2d Mortgage.....	642,000	7	March & Sept.	" "	1870	....
3d Mortgage of 1867, skg fund.	282,000	8	June & Dec.	" "	1877	....	3d Mortgage.....	700,000	7	April & Oct.	" "	1888	....
Cinc. and Indiana (C. Laf. & Chi.):							Toledo Depot bonds.....	169,500	7	March & Sept.	" "	1871	....
1st Mortgage guaranteed.....	500,000	7	May & Nov.	New York.	1892	....	Dayton and Union :						
Cincinnati, & Balt. (Mar. & Cin.):	500,000	8	Jan. & July.	" "	1894	82	1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....
Cincinnati, Hamilton and Dayton:							2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
1st Mort. of 1853 extended.....	1,250,000	7	May & Nov.	" "	1880	....	Income Bonds.....	262,445	6	" "	" "	1879	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....	Dayton and Western :						
3d Mortgage of 1867, skg fund.	282,000	8	June & Dec.	" "	1876	....	1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
Cinc. and Indiana (C. Laf. & Chi.):							1st Mortgage.....	433,000	6	" "	" "	1905	....
1st Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1882	....	Decatur, Sullivan and Mattoon :						
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	1884	....	1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	....
Cincinnati and Indianapolis Junc.:							2d Mortgage.....	500,000	8	March & Sept.	New York.	1901	..
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	Delaware :						
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage (Newcastle Br.) .....	250,000	7	June & Dec.	" "	1884	....	2d Mortgage.....	170,000	6	" "	" "	1875	....
Cincinnati, Lafayette and Chi.:							Guaranteed Bonds.....	100,000	6	" "	" "	1875	....
1st Mortgage.....	20,000pm	7*	March & Sept.	New York.	1901	84	Exten. (Seaf. to Delmar) bonds.....	100,000	6	" "	" "	1880	....
Cin. and Martinsville (C. & Laf.):							Delaware, Lackawann. & Western :						
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1886	....	1st Mort. (Lack. & Western) .....	564,000	7	Jan. & July.	New York.	1871	....
Cincinnati, Richmond & Chicago:							1st Mort. (Eastern Ext.) .....	1,111,000	7	April & Oct.	" "	100	....
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1895	....	2d Mort. (General).....	1,633,000	7	March & Sept.	" "	1881	98
Cincinnati, Sandusky and Clev. :							Denver Pacific :						
1st Mortgage of 1867.....	1,051,361	7	June & Dec.	New York.	1890	84	1st Mortgage (Land grant).gold	2,500,000	7*	May & Nov.	New York.	1897	....
1st Mort. (San. Day. and Cin.) .....	983,000	6	Feb. & Aug.	Boston.	1900	79	Des Moines Valley :						
1st Mort. (San. City and Ind.) .....	350,000	7	March & Sept.	" "	1877	91	1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
Cincinnati and Zanesville:							1st Mortgage Land grant.....	4,690,000	8	" "	" "	1898	....
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	Income Bonds.....	462,000	7	Jan. & July.	" "	1884	....
Clev., Col., Cin. & Indianapolis:							Detroit, Hillsdale and Indiana :						
1st Mortgage sinking fund.....	323,000	7	June & Dec.	New York.	71-84	....	1st Mort. (16,000 p. m.) ...guar.	1,080,000	8	June & Dec.	New York.	1890	86
1st Mort. (C. & C. & R. R.) .....	2,064,000	7	May & Nov.	New York.	1899	101	2d Mortgage.....	3,000,000	8	May & Nov.	New York.	1900	....
1st Mort. (Bell. and Ind. R. R.) .....	323,000	7	June & Dec.	" "	71-84	....	1st Mortgage Ionia and Lansing.....	770,000	8	Jan. & July.	" "	1879	....
Cleveland and Mahoning :							2d Mortgage Ionia and Lansing.....	300,000	8	May & Nov.	" "	1880	....
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	Detroit, Mon. & Tol. (M.S. & N.I.)						
3d Mortgage sinking fund.....	654,500	8	March & Sept.	" "	1876	....	1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	" "	1881	....	2d Mortgage.....	1,000,000	8	" "	" "	1875	....
Olev., Mt. Vernon and Delaware:							1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875	....
1st Mort. for \$1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875	....
Clev., Painesv. & Ash. (L. Shore):							Bonds of June 30, 1866, (end.) .....	1,916,639	6	" "	" "	1876	....
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	....	Bonds of Sept. 6, 1866.....	300,000	6	March & Sept.	New York.	1886	....
2d Mortgage (registered).....	1,000,000	7	" "	" "	1880	99	1st Mort. (Oakl. & Ottawawa R. R.) .....	150,867	6*	May & Nov.	NY & London	1873	....
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892	97	Dollar (" " " " " ) .....	51,000	7	" "	New York.	1873	....
Cleveland and Pittsburg :							1st Mort. Aug. 1, 1856.....						

## AMERICAN RAILROAD BOND LIST.

Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Interest Payable.			Price.	Description of Bonds.	Amount.	Interest Payable.			Price.
		When.	Where.	Due.				When.	Where.	Due.	
Dubuque and Sioux City:											
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	93	Grand River Valley (Mich. C.)				
1st Mortgage (construction).....	600,000	7	" "	"	1894	---	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	---	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" "
Dutchess and Columbia:							Greenville and Columbia:				
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	---	1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.
East Brandywine & Waynesburg:							1st Mortgage not guaranteed.....	376,766	7	" "	" "
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	---	1st Mortgage.....	130,000	7	Jan. & July.	New York.
2d Mortgage.....	35,000	8	" "	"	1873	---	1st Mortgage.....	62,000	7	Jan. & July.	New York.
East Pennsylvania (Ph. & Rdg.):							Hackensack & New York Ext. (Erie):				
1st Mortgage, guar. Skg Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	95	1st Mortgage.....	129,100	7	May & Nov.	New York.
East Tenn. & Georgia (T.V.&G.):							1st Mortgage of May 1, 1869.....	129,100	7	May & Nov.	New York.
1st Mortgage.....	640,000	6	" "	New York.	1880	95	1st Mortgage of Nov. 1, 1868.....	675,000	7	May & Nov.	New York.
Interest bonds (funded coupons)							Hannibal & Cen. Mo. (C. & Alton):				
East Tennessee Virginia & Ga.:							1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.
1st Mortgage, consol. skg fund.....	3,500,000	7	Jan. & July.	New York.	1900	95	Hannibal and St. Joseph:				
Eastern Mass.:							Mo. State Loan, 1861.....	1,500,000	6	Jan. & July.	New York.
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	---	Mo. State Loan, 1855.....	1,500,000	6	" "	" "
Loan of 1862, sterling.....	383,000	6*	Jan. & July.	London.	1872	---	Six years Mortgage bonds.....	69,000	10	" "	" "
Loan 1854, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	98	Three years' notes.....	810,000	8	" "	" "
Loan of 1866.....	160,000	6	April & Oct.	"	1885	---	Five years' notes.....	1,024,300	8	" "	" "
Loan of 1868.....	1,000,000	6	March & Sept.	"	1888	---	Fifteen years' bonds.....	1,09,500	8	March & Sept.	" "
Loan of 1869.....	600,000	6	May & Nov.	"	1889	94	1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	"	1876	90	1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "
Eastern Shore (Md.):							Land Mortgage.....	1,503,700	7	April & Oct.	" "
1st Mortgage.....	400,000	6	Jan. & Ju'y.	Baltimore.	1880	55	Convertible Mortgage.....	5,600	7	Jan. & July.	" "
2d Mortgage.....	130,000	6	April & Oct.	"	1886	---	Hanover Branch (Mass.):				
Elizabethtown and Paducah:							1st Mortgage.....	60,000	7	Jan. & July.	Boston.
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	---	Harlem Extension:				
Elmira and Williamsport (N.Cen.):							1st Mortgage of Jan. 1, 1850.....	4,000,000	7	Jan. & July.	New York.
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	98	Harrisburg & Lancaster (Pa.R.R.):				
Income Mortgage.....	570,000	5	May & Nov.	"	1872	59	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.
Real Estate (Elmira) bond.....	50,000	7	-----	"	-----	-----	Hartford and New Haven:				
Erie Railway:							1st Mortgage.....	754,000	6	Jan. & July.	New York.
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1871	100	Hartford, Providence and Fishkill:				
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	102	1st Mort. (R. Island 26.32 m.):				
3d Mortgage.....	6,000,000	7	" "	"	1883	100	1st Mort. (Connecticut 96.04 m.):	481,000	7	Jan. & July.	Providence.
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1880	95	Hastings and Dakota:				
5th Mortgage convertible.....	926,500	7	June & Dec.	"	1888	96	1st Mortgage.....	1,674,500	7	Jan. & July.	Hartford.
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	"	1891	---	20,000pm	7	Jan. & July.	New York.	
Sterling Loan (\$1,00,000) coov.	4,844,400	6*	March & Sept.	London.	1875	---	Hempfield:				
Erie and Pittsburg (Penn.):							1st Mortgage (part collateral)....	1,000,000	6	Jan. & July.	Philadelphia.
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1862	---	Housatonic:				
2d Mortgage.....	153,000	7	March & Sept.	"	1890	---	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.
Consolidated Mortgage tax free.	1,674,400	7	Jan. & July.	"	1893	---	2d Mortgage.....	100,000	7	Feb. & Aug.	" "
European & North American:							3d Mortgage of 1869.....	50,000	7	April & Oct.	" "
B'gor L'n, 1st on 66m & 2d on 45m.	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1898	---	Houston and Texas Central:				
1st m. R.R. & L'd B to Win. 48 m.	2,000,000	6*	" "	"	1899	---	1st Mortgage L.G. skg fund, gold	3,400,000	7*	Jan. & July.	New York.
Evansville and Crawfordsville:							Hudson River (N.Y.Cen. & H.R.):				
1st Mortgage (Ev. & Ill.R.R.):	350,000	7	Jan. & July.	New York.	1889	---	1st Mortgag.....	200,000	7	Feb. & Aug.	New York.
1st Mortgage (Ev. & Chi. R.R.):	740,000	7	May & Nov.	"	1889	---	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "
1st Mort. (Rockville Extension):	150,000	7	Feb. & Aug.	"	1881	---	3d Mortgage.....	180,000	7	May & Nov.	" "
Consolidated Mortgage.....	-----	7	Jan. & July.	"	1889	---	Huntington and Broad Top Mt.:				
Evansville, Henderson & Nashv.:							1st Mort. (extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897	---	2d Mortgage.....	267,500	7	Feb. & Aug.	" "
Fall River, Warren & Providence:							1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	" "
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	---	Illinois Central:				
Flemington (Bely. Del.):							1st Mortgage Construction.....	3,090,000	7*	April & Oct.	New York.
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	---	1st Mortgage Construction.....	332,000	6*	" "	" "
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	" "	" "
1st Mortgage L.G., 1st mort. ....	267,000	7	May & Nov.	New York.	1880	---	Illinois & South Iowa (T.W. & W.):	2,500,000	6*	" "	London.
1st Mortgage L.G., 2d mort. ....	319,000	7	Jan. & July.	"	1887	---	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.
1st Mortgage L.G., 3d mort. ....	1,200,000	8	March & Sept.	"	1888	---	Indiana and Illinois Central:				
F. & Holly R. R.b'd's (\$25,000 a yr)	500,000	10	May & Nov.	"	1888	---	1st Mortgage.....	2,750,000	7*	Jan. & July.	N.Y. & Lond.
Flushing & North Side (L.I.):							Indianapolis, Bioming. & West.:				
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	---	1st Mortgage, conv. ....gold	5,000,000	7*	April & Oct.	New York.
Fonda, Johnstone & Gloversville:							2d Mortgage.....	1,500,000	8	" "	" "
1st Mortgage.....	300,000	7	-----	New York.	1889	---	1st Mortgage (Ind. & Cin.) 98 m.	1,539,500	7	April & Oct.	New York.
Fl. W., Jackson & Sag. (Mich. C.):							1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	---	1st Mortgage (C. " ) 179 m.	1,566,000	7	June & Dec.	" "
Fl. W., Muncie & Cin. (F.W.J. & S.):							1st Mortgage (Cin. and Ind.)	500,000	7	" "	" "
1st Mortgage guaranteed.....gold	1,900,000	7*	Jan. & July.	New York.	1889	---	2d Mort. (C.I.L.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "
Galena & Chic. Union (C.N.W.):							1st Mortg. ....gold	1,500,000	7*	Jan. & July.	New York.
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	105	1st Mortgage of May 1, 1862.....	397,000	7	May & Nov.	New York.
2d Mortgage.....	985,000	7	May & Nov.	"	1875	98	1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	"	1884	---	2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" "
Mississippi and Ohio:							1st Mortgage assumed.....	770,000	7	Jan. & July.	Ionia & Lansing (D.L. & L. Mich.):
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	'71-'86	---	1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.
Gahen and Deckertown (Erie):							Iowa Falls & Sioux City (I.I.Cen.):				
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	---	1st Mortgage of April 1, 1869.....	2,960,000	7	April & Oct.	New York.
Gr. Rapids & Indiana (P.F.W.C.):							Iowa Midland (C. & N. W.):				
1st Mortgage guar half yr....gold	4,000,000	7*	Jan. & July.	New York.	1899	---	1st Mort. of Aug. 1, 1870 guar....	18,000pm	8	Feb. & Aug.	New York.
1st Mortgage half year....gold	4,000,000	7*	April & Oct.	"	1899	---	Iowa Southern:				
Grand Trunk (Ca.):							1st Mortgage, tax free.....	1,000,000	7	June & Dec.	New York.
1st Preference Bonds £2,703,325.	13,516,626	5*	Jan. & July.	London.	-----	---	Ironton:				
2d Preference Bonds £1,610,264.	8,061,320	4*	" "	"	-----	1st Mortgage.....	130,000	7	May & Nov.	Philadelphia.	
2d Preference Stock £75,510....	3,792,550	4*	" "	"	-----	Jackson, Lansing and Saginaw:					
4th Preference Stock £5,671,210....	27,855,605	4*	" "	"	-----	1st Mortgage of 1868.....	1,495,000	8	Jan. & July.	New York.	
Equipment Bonds £610,486....	3,062,400	6*	April & Oct.	"	-----	2d Mort. of 1868 for \$500,000....	100,000	8	March & Sept.	" "	
Postal & Military b'ds £1,200,000.	6,000,000	6*	Feb. & Aug.	"	-----	Consolidated Mort. for \$3,000,000.....	-----	8	May & Nov.	" "	
Provincial Debentu's £3,111,500.	15,537,500	-----	-----	"	-----	1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	
Great Falls and Conway:							2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "
1st Mortgage.....	200,000	6	Jan. & July.	Boston.	1878	---	Jefferson (Erie):				
Great Western (Canada):							1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.
Perpetual Debentures.....	227,273	5*	-----	"	-----	1st Mort. (W. of Decatur).....	96,000	7	" "	" "	
Mortgage Bonds.....	2,076,170	4*	-----	"	-----	2d Mort. ( " " ).....	96,000	7	" "	" "	
Mortgage Bonds.....	2,376,906	6*	-----	"	-----	1st Mort. (Carbondale Sec. 38 m).....	2,000,000	7	" "	" "	
Mortgage Bonds.....	618,066	6*	-----	"	-----	2d Mortgage assumed.....	2,107,000	7	April & Oct.	w York.	
Mortgage Bonds.....	2,300,333	5*	-----	"	-----	---	---	---	---	---	
Mortgage Bonds.....	301,723	5*	-----	"	-----	---	---	---	---	---	
Mortgage Bonds.....	4,866	5*	-----	"	-----	---	---	---	---	---	
Western of Illinois (T.W.W.Y.):							---	---	---	---	
1st Mortgage (W. of Decatur) .....	687,000	10	April & Oct.	New York.	1871	---	---	---	---	---	
1st Mortgage (W											

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Jeffersonville, Madison & Indiana:											
1st Mortgage of Oct. 1, 1866.	\$2,107,000	7	April & Oct.	New York.	1896	...	Lehigh Valley:				
2d Mortgage of Oct. 1, 1870.	2,000,000	7	"	"	1910	...	1st Mort. of 1858 .....	\$963,000	6	April & Oct.	Philadelphia.
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	"	1882	...	1st Mort. of 1868 (coupl'd reg.), free	3,343,000	6	June & Dec.	"
2d Mortgage (Jeffersonville) .	345,000	7	April & Oct.	"	1873	...	1st Mort. of '70 (reg.), for \$6,000,000	1,050,000	7	Feb. & Aug.	"
Louisville Loan (Jefferson R.R.)	74,000	6	"	"	1882	...	1st Mort. (Hazleton R.R.) of 1862	132,000	6	April & Oct.	"
Joliet and Chicago (C. & Alton):							Lewey's Island (S. C. & P.):				
1st Mortgage skg fund guar.	410,000	8	Jan. & July.	New York.	1882	109	1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.
Joliet & Northern Ind. (Mich. C.):							Little Miami & Colum. & Xenia:				
1st Mortgage, guaranteed .....	800,000	8	Jan. & July.	New York.	1874	...	1st Mortgage.....	1,480,000	6	May & Nov.	New York.
Junction (Cin. & Indianapolis):							Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	...	1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.
2d Mortgage.....	800,000	7	March & Sept.	"	1893	...	1st Mortgage (D. & Western).....	275,000	7	Jan. & July.	"
1st Mortgage (Newcastle Br.) .	250,000	7	June & Dec.	"	1884	...	1st Mortgage ("") .....	433,000	6	"	"
Junction, Philadelphia:							Little Rock and Fort Smith:				
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	...	1st Mortgage for \$3,500,000 gold	...	6*	Jan. & July.	Boston
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91	Little Rock, Pine Bluff & N.O.:	...	7*	— & —	New York.
Junction and Breakwater:							1st Mortgage.....	783,000	7	April & Oct.	Philadelphia.
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	...	1st Mortgage, guaranteed .....	1,500,000	8	J. A. J. O.	New York.
Kalam., Alleg. & Gr. R. (L.S.& M.S.):							Logansport, Crawf. & S'wstn Ind.:				
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	92	1st Mortgage.....	200,000	6	Jan. & July.	New York.
Kalamazoo, & S. Haven (M.Cen.):							Long Branch and Sea Shore:				
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104	1st Mortgage.....	500,000	6	Jan. & July.	New York.
Kalam. & Three Riv. (L.S. & M.S.):							1st Mortgage.....	175,000	7	Feb. & Aug.	"
1st Mortgage, guaranteed .....	100,000	8	Jan. & July.	New York.	1887	...	1st Mortgage (Glen Cove Br.) .....	150,000	6	May & Nov.	"
Kalam. & W. Pigeon (L.S. & M.S.):							General Mortgage of 1869.....	775,000	8	"	"
1st Mortgage, guaranteed .....	400,000	7	Jan. & July.	New York.	1890	...	Louisville & Miss. Riv. (Ch. & Al):				
Kansas City and Santa Fe:							1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.
Kan. City, St. Jo. & Coun. Bluffs:							Louisville, Cincinnati and Lexington:				
1st Mortgage (consolid.) 264 m.	687,000	8	March & Sept.	N.Y. & Bost'n	1890	...	1st Mortgage (Cincinnati Br.) .....	3,000,000	7	Jan. & July.	New York.
1st Mort. (C. B. & St. Jo. 62 m.)	500,000	7	Jan. & July.	"	1890	...	2d Mortgage (general) .....	1,000,000	8	April & Oct.	"
2d Mort. (" " " ") .	150,000	10	"	"	1872	...	1st Mort. (Lo. & Frankfort Br.) .....	82,000	6	Jan. & July.	"
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	"	1892	97	Louisv. Loan ("") .....	100,000	6	"	"
2d Mort. (" " " ") .	539,500	8	June & Dec.	"	1874	82	1st Mort. (Lex. & Frankfort) .....	25,000	6	"	"
1st Mort. (Mo. Valley 61 m.) .	1,500,000	7	Feb. & Aug.	New York.	1893	...	Louisville and Nashville:				
1st Mort. (" " " ") .	1,500,000	7	"	"	1893	...	1st Mortgage, (Main Stem) 1858.....	1,285,000	7	Jan. & July.	New York.
Kansas Pacific (U. Pac. E. D.):							Louisville Loan (Main Stem) .....	849,000	6	April & Oct.	"
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	...	Louisville Loan (Lebanon Br.) .....	225,000	6	May & Nov.	"
1st Mort. on R.R. 254 m....gold	4,053,000	6*	June & Dec.	"	1896	...	1st Mortgage (Memphis Br.) .....	197,000	7	"	"
1st Mort. on Branch 34 m....	600,000	7	May & Nov.	"	1896	...	1st Mortgage (Bardstown Br.) .....	1,000	7	Jan. & July.	"
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	"	"71-76	...	1st Mort. (Lebanon Br. Ext.) .....	88,000	7	May & Nov.	"
1st M.on K.R. 245 m. & 3,000,000 a	6,500,000	7	May & Nov.	"	1899	...	Louisville Loan (Leb. Br. Ext.) .....	333,000	6	April & Oct.	"
1st M.on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	"	1880	...	Consolid. mort. of April 1, 1868.....	5,500,000	7	"	"
2d Mort. (S.U.S. Subsidy) on 394 m.	6,303,000	6	"	"	"95-97	...	Lowell & Lawrence (B. & L.):				
3d Mort. Income on 428 m....	4,275,000	7	(after 5 years.)	"	1910	...	1st Mortgage, guaranteed .....	67,700	6	April & Oct.	Boston.
Keat County (Del.):							Mac on Brunswick:				
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	...	1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.
Kentucky Central (Cov. & Lex.):							2d Mortgage of 1869.....	1,000,000	7	April & Oct.	"
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	...	3d Mort. of 1870 endor. by State.....	1,000,000	7	May & Nov.	"
2d Mortgage March 1863.....	844,000	7	"	"	1883	...	Equipment Mortgage.....	150,000	...		
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	...	1st Mort. of Oct. 1870.....	150,000	7	April & Oct.	New York.
Keokuk, Iowa City and Minn.:							Madison and Portage :				
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	...	1st Mortgage.....	450,000	7	April & Oct.	New York.
2d Mortgage.....	5,000pm	7	"	"	1891	...	1st Mortgage.....	450,000	7	April & Oct.	New York.
Keokuk and St. Paul (C.B. & Q.):							Maine Central:				
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95	Loan of 1860-'61 (A. & Ken.) .....	1,100,000	6	Feb. & Aug.	Boston.
Lackawanna and Bloomsburg:							Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	...	Loan (new) for \$1,100,000.....	451,200	7	Jan. & July.	"
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	...	Mort. (Ext.) for \$500,000....gold	112,000	6*	April & Oct.	"
2d Mortgage.....	500,000	7	April & Oct.	"	1880	...	1st Mort. (Bto P. & Ken.) exch. 7s	577,000	6	"	"
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	1890	...	2d Mort. (Penob. & Ken.) .....	159,500	6	Feb. & Aug.	"
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	...	Mansfield & Framigh. (B.C. & F.):				
Income Mortgage.....	79,335	7	April & Oct.	"	1871	...	1st Mortgage, guaranteed .....	300,000	7	Jan. & July.	Boston.
La C. Trenkel & Pres. (C. & N.W.):							Marietta and Cincinnati:				
1st Mortgage, guaranteed .....	800,000	7	— & —	New York.	...		1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.
Lafayette, Bloomington & Miss.:							1st Mortgage, Dollar.....	2,454,526	7	"	Baltimore.
1st Mortgage.....	1,300,000	7	— & —	New York.	...		2d Mortgage.....	2,500,000	7	May & Nov.	"
Lafayette, Muncie & Bloomng.:							3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	New York.
1st Mortgage.....	1,600,000	8	— & —	New York.	...		1st Mort. (Scioto & Hocking) .....	300,000	7	May & Nov.	Baltimore.
Lake Erie and Louisville:							Baltimore Loan to Union R. R. ....	20,000	7		"
1st Mortgage for \$1,600,000....	500,000	7	Jan. & July.	New York.	1898	...	Marietta and Pittsburg:				
Lake Shore & Michigan So.:							1st Mort. of Aug. 1, 1859....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.
Sunbury B'ds (CP & ARR 54m)	500,000	7	Jan. & July.	New York.	1874	...	Marquette and Ontonagon:				
Regis. Bonds (" " ")	1,000,000	7	"	"	1880	...	1st Mortgage.....	150,000	8	June & Dec.	Boston.
3d Mortgage (" " ") .	1,000,000	7	April & Oct.	"	1892	...	Maryland and Delaware:				
Divid'd Bonds (L. S. R. 258 m)	1,500,000	7	"	"	1890	97	1st Mortgage.....	850,000	6	May & Nov.	Boston.
S. Fund Bonds (L.S.&MS 81,013m)	1,800,000	7	"	"	1879	...	2d Mortgage.....	150,000	6	June & Dec.	"
Consol. M. reg. (" " ")	3,699,000	7	J. A. J. & O.	"	1900	101	Memphis and Charleston:				
Consel. M. coup. (" " ")	1,334,000	7	Jan. & July.	"	1900	...	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.
1st Mort. (M.S. & N.In.R.R. 621m)	5,256,000	7	May & Nov.	"	1886	...	2d Mortgage.....	1,000,000	7	"	"
2d Mort. (" " ") .	2,693,000	7	"	"	1887	...	Tenn. Loan.....	1,864,887	6	"	"
1st Mort. (Junc. R.R. 49 1/2 m.) .	115,000	7	June & Dec.	"	1872	...	Memphis and Little Rock:				
S. Fund (Clev. & Tol.R.R. 1624m)	2,014,000	7	Jan. & July.	"	1885	...	1st Mort. (R.R. & 125,000 acres) .....	1,300,000	8	May & Nov.	New York.
M. of '66 (" " ") .	864,000	7	April & Oct.	"	1886	...	Ark. State Loan .....	900,000	7	Jan. & July.	"
Mort. Bonds(Buff. & E.R.R. 88m)	.....	...	...		1870	...	Memphis and St. Louis:				
Mort. Bonds(" " ") .	100,000	7	May & Nov.	"	1873	...	1st Mort. (R.R. & 630,000 acres) .....	5,000,000	7	Jan. & July.	New York.
Mort. Bonds(" " ") .	200,000	7	Jan. & July.	"	1882	...	Michigan Air Line (Mich. Cen.) :				
Mort. Bonds(" " ") .	300,000	7	March & Sept.	"	1888	...	1st Mortgage, guaranteed .....	1,900,000	8	Jan. & July	Boston.
Mort. Bonds(" " ") .	3,000,000	7	April & Oct.	"	1890	...	Michigan Central:				
1st Mort. (D.M. & Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	"	1876	99	1st Mortgage, sterling conv.....	467,489	6*	Jan. & July.	London.
1st Mort. (Kal. & W.P.R. 37 m.)	400,000	7	Jan. & July.	"	1890	...	1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.
1st Mort. (Sch. & Three R.R. R.R.)	100,000	8	"	"	1887	...	1st Mortgage, sinking fund conv.	2,294,500	8	"	"
1st Mort. (Kal. & Schooleritt R.R.)	100,000	8	"	"	1887	...	1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston.
1st Mort. (Kal. Ail. & Gr. R. R.R.)	840,000	8	"	"	1888	95	1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.
1st Mort. (Jamesstown & Frank.)	500,000	7	"	"	var	...	2d Mort. (" " ") .....	500,000	8	April & Oct.	"
2d Mort. (" " ") .	500,000	7	June & Dec.	"	1894	...	1st Mort. (Kal. & So. Haven R.R.)	640,000	8	May & Nov.	"
Lake Superior & Mississippi:							2d Mort. (" " ") .....	70,000	8	Feb. & Aug.	"
1st M.R.Lands, &c., S.F. free. gold	4,50										

## AMERICAN RAILROAD JOURNAL

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Midland Pacific:						Newark and New York (Cent.):	\$600,000	7	Jan. & July.	New York.	1891
1st Mortgage.....gold	\$1,100,000	7	Jan. & July.	New York.	1900	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889
Mifflin & Centre Co. (B. & R. R.):	188,000	6	Feb. & Aug.	Philadelphia.	1897	Newark, Somerset & Straitsville:	172,500	6	Jan. & July.	Boston.	1881
1st Mortgage, guaranteed.....						1st Mortgage.....	972,000	6*	May & Nov.	London.	1867
Milwaukee & Chicago, (C&NW):	182,000	7	March & Sept.	New York.	1874	New Brunswick and Canada:	250,000	7	Jan. & July.	New York.	1889
1st Mortgage, guaranteed.....	10,500	7	Jun. & Dec.	"	1898	1st Mortgage, Sterling £200,000.					
2d Mortgage, "						Newburg & New York (Erie):					
Mil. & Prairie du Chien (M&SP):	3,674,000	8*	Feb. & Aug.	New York.	1898	1st Mortgage for \$600,000.					
1st Mortgage, (assumed).....						New Canaan:	75,756	7	April & Oct.	New York.	1889
2d Mortgage, ("").....	1,315,000	7.3	"	"	1898	Newcastle and Beaver Valley:	91,800	7	May & Nov.	Philadelphia.	1882
Milwaukee and St. Paul:						1st Mortgage for \$150,000.					
1st Mortgage.....	5,502,000	7	Jan. & July.	New York.	1893	New Haven and Derby:	150,000	7	May & Nov.	New Haven	1888
1st Mortgage (E. Div. Palmer).....	791,500	8	May & Nov.	"	1874	1st Mortgage for \$150,000.					
1st Mort. (Iowa and Minn. Div.).....	3,98,000	7	Jan. & July.	"	1897	New H., Middlet' n & Willimain:	2,200,000	7	May & Nov.	New Haven.	1880
1st Mortgage (Minn. Cent.).....	207,000	7	"	"	1898	1st Mort. for \$8,000,000, tax free.	6	Jan. & July.	"	1891	
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1898	2d Mortgage for \$1,500,000.					
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	"	1898	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899
2d Mortgage (P. du C.Div.).....	1,315,000	7.3	"	"	1898	Convertible, tax free.....	400,000	6	April & Oct.	"	1880
2d Mortgage 370 miles.....	1,191,000	7	April & Oct.	"	1884	New Jersey (Pennsylvania):	300,000	6	Feb. & Aug.	New York.	1875
Income Mortgage.....	20,000	7	Jan. & July.	"	85	1st Loan.....	450,000	6	"	"	1878
Milwaukee City Loan.....	233,000	7	March & Sept.	"	1873	2d Loan.....	110,000	6	"	"	1887
Milwaukee and Western bonds.....	234,000	7	Jan. & July.	"	1891	3d (State) Loan.....					
Real Estate Purchase.....	148,500	7	various.	"	"	New London Northern:	51,000	7	June & Dec.	New London.	1875
Incumbrances assumed.....	33,339	7	"	"		1st Mortgage, Extended.....	370,000	7	March & Sept.	"	1885
Mineral Point:						Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	New Orleans, Baton-Rouge & Vicksburg:	12,500pm	8*	— & —	New York.	1910
Minnesota and North Western:						1st Mortgage.....	12,500pm	8*	— & —	"	1910
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	2d Mort. endor. by Louis.....					
Mississippi Central:						N. Orleans, Jackson & Gt. N. W.:	3,000,000	7*	Jan. & July.	New York.	1895
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	1st Mortgage.....	400,000	7	"	"	1891
2d Mortgage ("").....	2,000,000	8	Feb. & Aug.	"	1876	2d Mortgage.....	3,000,000	7*	Jan. & July.	New York.	1889
1st Mort. (Miss. Cen. & Tenn.).....	25,000	6	April & Oct.	"	1863	currency					
Tennessee Loan bonds.....	1,278,900	6	Jan. & July.	"	1892	New Jersey Southern:	2,000,000	7	May & Nov.	New York.	1889
Mississippi, Ouachita & Red Riv:						1st Mortgage of Sept. 19, 1869.....	120,000	6	Feb. & Aug.	"	1900
1st Mortgage.....gold	12,000pm	7*	— & —	New York.	1900	1st Mortgage (Tom's Riv. Br.).....					
Land Mort. (257,000 acres).....gold	1,000,000	7*	— & —	"	1890	1st Mort. of \$3,000,000.....gold					
Arkansas State Loan.....	10,000pm	7	— & —	"	1900	7*	May & Nov.	New York.	1000		
Mississippi and Tennessee:						New Orleans, Mobile and Texas:	51,000	7	June & Dec.	New London.	1875
1st Mortgage of April 1, 1868.....	600,000	7	April & Oct.	New York.	1876	2d Mortgage of Oct. 1, 1860.....gold	1,500,000	8*	April & Oct.	New Orleans.	1890
Consolidated Mortgage of 1866.....	1,178,500	8	March & Sept.	"	1893	Income Mortgage of 1870.....gold	2,000,000	7*	— & —	"	1890
Mississippi River:						City Extension Mort. ....gold	1,000,000	7*	— & —	"	
1st Mortgage.....	17,000pm	7	— & —	New York.	....	1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N. Y. or Lond.	1915
Mississippi, Iowa & Nebraska:						1st Mortgage, skg fd, 227 m. cur.	12,500pm	8	"	New York.	1915
1st Mort. of June 1, 1870....gold		7*	June & Dec.	New York.	1910	2d Mortgage on 227 miles.....cur.	12,500pm	8	"	"	1915
Missouri, Kansas and Texas:						New Orleans and Selma:					
1st M. RR & land (U.P.S.B.)SF	4,145,000	6	Jan. & July.	New York.	1869	1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900
1st M. (Tebo & Nesb)S.F. gold	2,000,000	7*	June & Dec.	"	1893	New York and Boston:					
Consol. L.G. S.F. (\$14,000,000)gold	1,805,000	7*	Feb. & Aug.	"	1894	1st Mortgage.....	3,000,000	7*	May & Nov.	N. Y. or Lond.	1889
Missouri River, Ft. Scott & Gulf:						Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	101
2d Mortgage of April 15, 1870.....	1,400,000	10	April & Oct.	"	1890	Bonds for B. & N. Falls R.R.S.L.	76,000	6	Feb. & Aug.	"	1883
Missouri Valley (K.C.S.J. & C.B.):						Bonds for railroad stocks.....	592,000	6	"	"	1883
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	Bonds for real estate.....	182,000	6	"	"	1883
1st Mortgage.....	1,000,000	7*	"	"	1893	Bonds and mortgages for R. E. ....	22,800	7	various.	"	var.
Mobile & Alabama Grand Trunk:						Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	1888	Bonds in place of bonds of 1854.....	2,900,000	6	June & Dec.	"	1887
Mobile Lo'n\$1,500,000 end'd by Co.	1,500,000	8	— & —	"	1886	1st Mort. (Hudson Riv. R.R.).....	200,000	7	Feb. & Aug.	"	1870
Mobile and Girard:						2d Mort. ("")S. F.	1,891,000	7	June & Dec.	"	1885
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	3d Mort. ("").....	180,000	7	May & Nov.	"	106
2d Mortgage, endorsed by Ala.....	300,000	7	"	"	Conv. B'ds(""").....	8,000	7	"	"	1875	
Plain Bonds.....	33,500	7	— & —	Mobile.	....	New York and Fort Lee (Erie):	20,000	7	Jan. & July.	New York.	1888
Mobile and Montgomery:						New York & Flushing (F. & N.S.):	135,000	7	— & —	New York.	1876
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	1st Mortgage.....					
Mobile and Ohio:						New York and Harlem:	3,000,000	7	May & Nov.	New York.	1873
1st Mortgage.....gold	5,470,000	8*	May & Nov.	New York.	1882	1st Mortgage of 1853.....	99,500	7	June & Dec.	"	100
1st Mortgage.....Sterling	5,470,000	6*	"	London.	1882	4th Mortgage of 1861.....	1,767,000	6	Feb. & Aug.	"	96
Interest bonds (10 years).....	803,700	8	"	"	1883	Consolidated mortgage of 1863.....	112,305	7	Jan. & July.	"	1881
Interest bonds 2nd issue.....	377,900	8	"	"	1883	Sinking Fund mortgage of 1861.....	106,000	7	"	"	1872
Interest bonds sterling.....	755,400	6*	"	"	1883	Bonds of 1853, unsecured.....	141,500	7	— & —	New York.	1889
Income Mortgage.....	1,181,000	8	various.	New York.	1893	1st Mortgage.....	1,059,600	6	April & Oct.	New York.	1875
Montgomery & Erie (Erie):						1st Mortgage.....					
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	New York and New Haven:	83,000	6	Feb. & Aug.	New York.	1873
Montgomery and Eufala:						1st Mortgage.....	80,000	6	"	"	101
1st Mortgage of 1866, endorsed.....	640,000	8	March & Sept.	New York.	1886	1st Mortgage.....	512,000	7	Jan. & July.	"	1893
1st Mortgage of 1870, endorsed.....	300,000	... June & Dec.	"	"	1890	1st Mortgage.....	500,000	7	— & —	Philadelphia.	1889
Montgomery & West Point (Wtn)						N. York, Housatonic & Northern:					
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	1st Mortgage.....	414,350	6	March & Sept.	Boston.	1854
1st Mortgage.....	450,000	8	"	"	1890	Norfolk & Petersburg (A.M. & O.):					
1st Mortgage.....	298,000	8	"	"	1870	1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877
2d Mortgage.....	254,000	8	"	"	1870	1st Mortgage.....	396,000	8	"	"	1877
Income Mortgage.....	594,600	8	various.	Montgomery.	1881	2d Mortgage for \$600,000.....	416,000	8	"	"	1893
Montreal & Champlain:						North Carolina:					
1st Mortgage Sterling £181,400.	882,813	6	Jan. & July.	London.	1890	Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877
2d Mortgage.....	370,000	8	"	"	1890	Mortgage Bonds.....	193,500	8	"	"	1877
Morris and Essex:						Mortgage Bonds.....	209,000	8	"	"	1888
1st Mortgage, Sinking Fund.....	5,000,000	7	May & Nov.	New York.	1914	1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869
2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	2d Mortgage.....	69,500	7	"	"	1868
Convertible bonds.....	600,000	7	Jan. & July.	"	1891	General Mortgage 1st Preference	773,000	7	"	"	1899
Construction bonds.....	3,584,000	7	Feb. & Aug.	"	1891	General Mortgage 2d Preference	141,500	7	"	"	1899
Muscatine (South-Western):						Funded Interest.....	117,495	7	"	"	1875
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887						
Nashville and Chattanooga:											
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890						
1st Mortgage not endorsed.....	23,000	6	"	"	1890						
Tenn. State Loan.....	150,000	6	"	"	1892						
Tenn. State Loan (Jasper Br.).	245,000	6	"	"	1892						
Nashville and Decatur:											
1st Mort. Tenn. State Loan....	2,629,042	6	Jan. & July.	New York.	1892						
2d Mortgage.....	600,000	6	"	"	1870						
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	"	1887						
Consol. for \$2,100,000 at 7% gold	.....	7	— & —	"	1901						
National (N. Jersey):											
1st Mortgage for \$7,200,000.....	.....	7	— & —	New York.	1901</td						

# AMERICAN RAILROAD JOURNAL.

823

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
North Missouri:						Pemberton & N. York (N.J.S.):						
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York.	1895	96	1st Mortgage, guaranteed.....	\$375,000	7	Jan. & July.	New York.	1890
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	"	1888	....	Peninsular (C. & N. W.):	855,000	7	March & Sept.	New York.	1898
3d M. of Oct. 1869 (7 p.c after 5 yrs)	3,000,000	10	"	"	1888	....	1st Mortgage, guaranteed.....	1,800,000	7*	May & Nov.	New York.	1890
North Pennsylvania:						Peninsular (Mich. Ind. & Ill.):						
1st Mortgage.....	2,250,000	6	Jan. & July.	Philadelphia.	1885	102	1st Mortgage.....gold	1,800,000	7*	May & Nov.	New York.	1890
Chattel Mortgage.....	360,000	10	April & Oct.	"	1877	110	Pennsylvania and New York:	1,500,000	7	June & Dec.	Philadelphia.	1896
2d Mortgage.....	1,246,000	7	May & Nov.	"	1896	97	1st Mortgage.....	1,500,000	7	"	"	1906
Northern Central:						1st Mortgage.....						
1st Mortgage, Md. State loan.....	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	Penobscot and Kennebec (M. C.):						
2d Mortgage.....	2,500,000	6	Jan. & July.	"	1885	94	1st Mortgage (Bangor Loan).....	577,000	6	April & Oct.	Bangor.	1872
3d Mortgage.....	1,223,000	6	April & Oct.	"	1900	89	2d Mortgage.....	159,500	6	Feb. & Aug.	Boston.	1870
3d Mortgage (York & Cumb. RR.)	500,000	6	Jan. & July.	"	1877	98	Peoria & Bureau Val (C.R.L. & P.):	600,000	8	Jan. & July.	New York.	1877
Consol. Mort. of July 1868.....	2,019,000	6*	"	"	1869	96	1st Mortgage guaranteed.....	600,000	8	Jan. & July.	Boston.	1878
Income conv. of April 1, 1870.....	475,000	7	April & Oct.	"	1880	....	Peoria & Hannibal (C. B. & Q.):	600,000	8	Jan. & July.	Boston.	1878
Northern New Hampshire:						1st Mortgage, tax free.....						
1st Mortgage.....	115,000	6	April & Oct.	Boston.	1874	....	Peoria, Pekin and Jacksonville:	1,000,000	7	Jan. & July.	New York.	1894
Northern New Jersey (Erie):						1st Mort. of May 1, 1867.....	1,000,000	7	April & Oct.	"	1900	
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878	....	Peoria and Rock Island:	1,500,000	7*	April & Oct.	New York.	1900
Northern Pacific:						1st Mortgage.....						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....	Perkiomen (Phila. & Rdg.):	610,200	6	April & Oct.	Philadelphia.	1897
North Western Virginia:						1st Mortgage.....						
2d Mortgage (assumed B. & O.):	458,500	6	Jan. & July.	Baltimore.	1873	99	Perth Amboy and Woodbridge:	100,000	6	— & —	New York.	1886
3d Mortgage (" ")	140,000	6	"	"	1885	92	1st Mortgage, guaranteed.....	3,094	6	Jan. & July.	New York.	1871
Norwich and Worcester:						Mortgage Bonds.....	25,500	7	"	"	1865	
1st Mort. State Loan.....	400,000	6	Jan. & July.	Boston	1877	Mortgage Bonds.....	266,500	8	"	"	1898	
Plain bonds.....	59,000	7	June & Dec.	"	1874	....	Philadelphia and Baltimore Cent.:	800,000	7	Jan. & July.	Philadelphia.	1879
Steamboat bonds.....	45,600	7	Feb. & Aug.	"	1870	....	1st Mortgage (Penn. Div.):	300,000	6	"	"	1891
Construction bonds.....	250,000	7	Jan. & July.	"	1877	....	1st Mortgage (Md. Div.):	5,000,000	6	March & Sept.	Philadelphia.	1881
New bonds of 1870.....	22,000	7	"	"	1890	....	1st Mortgage.....	3,000,000	6	Jan. & July.	"	1888
Nyack and Northern:						2d Mortgage.....	3,598,000	6	"	"	1920	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....	3d Mortgage.....	1,000,000	6	April & Oct.	"	1877
Oakland & Ottawa (D. & M.):						....	1st Mortgage (Sunbury & Erie):	25,400	6	Jan. & July.	Philadelphia.	1882
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....	1st Mort. Convertible.....	349,000	6	Jan. & July.	Philadelphia.	1871
1st Mortgage (" ") dollar.....	51,000	7	"	New York.	1873	....	Philadelphia and Erie (Penn.):	600,000	6	April & Oct.	"	1871
Ogdensburg and Lake Champlain:						1st Mortgage.....	1,121,000	6	"	"	1893	
1st Mort. conv. into pref. stock.....	4,600	7	Jan. & July.	Boston.	1869	....	2d Mortgage.....	2,625,000	7	"	"	1890
2d Mort. conv. into com. stock.....	25,200	7	April & Oct.	"	1861	....	3d Mortgage.....	143,500	6	"	"	1886
Equipment mortgage of 1868-'69.....	500,000	8	Jan. & July.	"	1879	....	Mort. Loans of 1843-44-48 & 49.....	1,521,000	6	"	"	1880
Ohio and Mississippi:						....	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	101	Sterling Loan of 1836.....	182,400	5*	Jan. & July.	London.	1890
1st Mortgage, (W. Div.).....	850,000	7	"	"	1872	....	Sterling Loan of 1843.....	976,800	6*	"	"	1880
2d Mortgage, (W. Div.) conv.....	534,000	7	"	"	1874	....	Sterling Loan of 1836.....	288,000	7*	"	"	1877
Income Mort., (W. Div.).....	221,500	7	April & Oct.	"	1882	....	Philadelphia, Wilmington & Balt.:	349,000	6	Jan. & July.	Philadelphia.	1884
Funded Debts Mort. (W. Div.).....	16,500	7	"	"	1882	....	Mortgage, convertible.....	600,000	6	April & Oct.	"	1871
Consolidated Mort. ....	2,761,000	7	Jan. & July.	"	1898	100	Plain Bonds.....	400,000	6	Jan. & July.	Philadelphia.	1876
Consolidated Mort. (sterling)....	101,850	7	"	London.	1898	99	Plain Bonds.....	1,000,000	6	"	"	1887
Oil Creek and Allegheny River:						....	Pittsburg, Cin. & St. Louis (Pa.):	6,207,000	7	Feb. & Aug.	Philadelphia.	1890
1st Mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	1st Mortgage, guaranteed.....	3,820,000	6	March & Sept.	"	1888
1st Mortgage.....	530,000	7	April & Oct.	"	1882	....	2d Mort. conv. (Steubenv. & Ind.):	4,000,000	7	Jan. & July.	Baltimore.	1898
1st Mortgage.....	200,000	7	June & Dec.	"	1871	....	Pittsburg & Connellsville (B. & O.):	1,000,000	6	Feb. & Aug.	New York.	1889
2d Mortgage.....	71,000	7	May & Nov.	"	1871	....	2d Lien Balt. Loan.....	400,000	6	"	Baltimore.	1886
Consolidated Mortgage.....	818,000	7	"	"	1888	....	Turtle Creek Div. bonds.....	100,000	6	various.	New York.	1888
Old Colony and Newport:						....	Real Estate bonds.....	1,000,000	6	"	Baltimore.	1888
Plain Bonds.....	1,388,000	7	Feb. & Aug.	Boston.	1877	102	Pittsburg, Ft. Wayne & Chicago:	875,000	7	Jan. & July.	New York.	1912
Plain Bonds.....	1,000	6	March & Sept.	"	1874	96	1st Mortgage (Series A.):	875,000	7	Feb. & Aug.	"	1064
Plain Bonds.....	485,000	6	April & Oct.	"	1875	96	1st Mortgage (Series B.):	875,000	7	"	"	1883
Plain Bonds.....	1,000,000	6	March & Sept.	"	1876	95	1st Mortgage (Series C.):	875,000	7	March & Sept.	"	1883
Plain Bonds.....	34,000	6	"	"	1884	....	1st Mortgage (Series D.):	875,000	7	April & Oct.	"	1912
Omaha and Southwestern:						....	1st Mortgage (Series E.):	875,000	7	May & Nov.	"	1912
1st Mort. (North Platte Div.):	300,000	8	June & Dec.	New York.	1890	92	1st Mortgage (Series F.):	875,000	7	June & Dec.	"	1912
Orange, Alexandria & Manassas:						....	2d Mortgage (Series G.):	860,000	7	Jan. & July.	"	1912
1st Mort. (Alex. to Gordonsville):	400,000	6	May & Nov.	New York.	1873	93	2d Mortgage (Series H.):	860,000	7	Feb. & Aug.	"	1024
2d Mort. (Charlotte to Lynchb.):	1,155,500	6	Jan. & July.	Richmond.	1873	88	2d Mortgage (Series I.):	860,000	7	March & Sept.	"	1912
3d Mort. "	598,000	8	May & Nov.	Alexandria.	1873	91	2d Mortgage (Series K.):	860,000	7	April & Oct.	"	1912
4th Mort. "	574,000	8	March & Sept.	New York.	1882	84	2d Mortgage (Series L.):	860,000	7	May & Nov.	"	1912
Consolidated Mort. ....	1,645,500	7	Jan. & July.	"	1893	84	2d Mortgage (Series M.):	860,000	7	June & Dec.	"	1912
Va. State Loan.....	249,962	7	"	"	....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	
Osage Valley & Southern Kansas:						Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	98	
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....	Equipment Mort. of Mar. 1, 1869.....	1,000,000	8	March & Sept.	"	1874
Oswego and Rome (B.W. & O.):						....	Construction bonds of Jan. 1, '70.....	100,000	7	Jan. & July.	"	1877
1st Mortgage guar.....	500,000	7	May & Nov.	New York.	1916	....	Port Huron & Lake Michigan:	1,500,000	7*	May & Nov.	New York.	1899
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage of May 1, 1869.....	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889
Oswego and Syracuse (D.L. & W.):						....	Portland and Kennebec:	224,800	6	April & Oct.	Portland.	1883
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	1885	....	1st Mort. (K. & P.R.R.) 1851-'61.....	22,648	6	"	Boston.	1883
2d Mortgage, guaranteed.....	375,000	7	"	"	....	....	Funded Int. bonds Oct. 1, 1863.....	790,700	6	"	"	1895
Ottawa, Osw. & Fox R. V. (C.R.B.Q.):						....	....	100,000	6	— & —	Portland.	1883
1st Mort., traffic guar. & tax free.....	1,200,000	8	Jan. & July.	Boston.	1890	96	Stock certificates (Yarmouth):	202,400	6	April & Oct.	Portland.	1883
Owensboro' and Russellville:						....	....	....	....	....		
1st Mortgage.....	200,000	6	April & Oct.	New York.	1886	....	1st Mortgage of 1863.....	250,000	6	— & —	Portland.	1883
Pacific of Mo.:						....	1st Mortgage of 1863.....	250,000	6	— & —	Portland.	1883
1st Mort., construction (Dresden):	74,000	6*	Feb. & Aug.	New York.	1880	....	1st Mortgage (Series A.):	1,500,000	7*	May & Nov.	New York.	1899
1st Mortgage.....gold	7,000,000	6	Jan. & July.	"	1880	100	1st Mortgage (Series B.):	875,000	7	Feb. & Aug.	"	1883
Real Estate Bonds.....	500,000	10	various.	St. Louis.	var.	....	1st Mortgage (Series C.):	875,000	7	March & Sept.	"	1883
St. Louis County Loan.....	700,000	6	Feb. & Aug.	"	1878	....	1st Mortgage (Series D.):	875,000	7	April & Oct.	"	1883
Panama:						....	1st Mortgage (Series E.):	875,000	7	May & Nov.	"	1883
Sterling Bonds £162,775 at 4.35.	740,959	7*	Feb. & Aug.	London.	1872	....	1st Mortgage (Series F.):	875,000	7	June & Dec.	"	1883
Sterling Bonds £19,350 at 4.35.	93,847	7*	April & Oct.	"	1875	....	2d Mortgage (Series G.):	860,000	7	Jan. & July.	"	1883
Sterling Bonds £597,800 at 4.35.	3,869,330	7*	"	"	1897	....	2d Mortgage (Series H.):	860,000	7	Feb. & Aug.	"	1883
Paterson and Newark (Erie):						....	2d Mortgage (Series I.):	860,000	7	March & Sept.	"	1883
1st Mortgage, guaranteed.....	500,000	7	Jan. & July.	New York.	1885	....	2d Mortgage (Series K.):					

## AMERICAN RAILROAD JOURNAL

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	Price.
Reading and Columbia (P. & R.):												
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	....	Savannah and Charleston:					
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....	1st Mortgage(Sav. & Char. R.R.)	\$406,500	7	Jan. & July.	New York.	1889
Rensselaer and Saratoga:							Bonds (C. & S.R.R.) guar by S.C.	505,000	6	May & Nov.	Charleston.	1870
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	....	Int. b'ds (C. & S.R.R.) gar. by S.C.	245,745	7	"	"	1889
2d Mortgage.....	300,000	7	" "	"	1880	....	Savannah and Memphis:					
3d Mortgage.....	150,000	7	" "	"	1887	....	1st Mort. guar. by Ala. .... gold	16,000pm	8*	May & Nov.	New York.	1890
1st Mortgage (S. & W.) assumed.....	400,000	7	March & Sept.	"	1886	....	Schenectady and Susquehanna:					
1st Mort. (T., S. & R.) assumed.....	500,000	7	May & Nov.	"	1890	....	1st Mortgage tax free.... gold	350,000	7*	Jan. & July.	New York.	1900
1st Mortgage (G.F.B.R.) assumed.....	125,000	7	Jan. & July.	"	1894	....	Schuylkill and Susquehanna:					
Richmond and Danville:							1st Mortgage, May 1, 1866 .....	97,00	6	May & Nov.	Philadelphia.	1876
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York	1880	....	Scioto & Hocking Valley (M. & C.)					
1st Mortgage guar. by Va. ....	158,100	6	" "	"	1875	82	1st Mort., assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1886
Consolidated, Mort. ....	1,722,600	6	May & Nov.	N. Y. & Rich.	75-'90	78	Seaboard and Roanoke:	210,000	7	— & —	Philadelphia.	1800
4th Mortgage.....	64,500	6	—	Richmond.	73-'75	....	Selma and Gulf:					
Bonds to Roanoke Val. R.R. Co.							1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890
Rich., Frederickburg & Potomac:							1st Mortgage, (3d series).....	708,850	6	various.	— & —	
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....	Selma, Marion and Memphis:					
Dollar Bonds.....	124,489	6	" "	Richmond.	var	....	1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889
Dollar Bonds.....	274,228	7	" "	"	var	....	Selma and Meridian:					
Richmond and Petersburg:							1st Mortgage (3d series).....	708,850	6	various.	— & —	
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	v.r	....	Selma, Rome and Dalton:					
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	72-'80	....	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887
Richmond and York River:							2d Mortgage.....	6,000,000	7	— & —	"	....
1st Mortgage (new) .....	600,000	8	Jan. & July.	New York	1898	....	Shamokin Valley & Pottsv. (N.C.):					
Roanoke Valley (R. & Dan.):							1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	71-'76	....	Sheboygan and Fond du Lac:					
Rochester & Genesee Val. (Erie):							1st Mortgage.....	750,000	7	June & Dec.	New York.	1884
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York	1876	....	Shenango and Allegheny:					
Rockford, R. Island & St. Louis:							1st Mort. of Oct. 1, 1869 .....	520,000	7	April & Oct.	Philadelphia.	1889
1st Mortgage, conv. S.E. tax free.....	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....	Shore Line (N. Y. & N. H.):					
Rocky River:							1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880
1st Mortgage, of Oct. 1, 1868.....	30,000	7	April & Oct.	Cleveland.	1873	....	Sioux City and Pacific:					
Rome, Watertown & Ogdensburg:							1st Mortgage Jan. 1, 1868 .....	1,628,000	6*	Jan. & July.	New York.	1898
1st Mortgage (general) Skg Fund.....	632,500	7	June & Dec.	New York	1891	....	2d Mortgage (U.S. subsidy) .....	1,628,320	6	" "	"	1898
1st Mort. (W. & R.) Skg Fund.....	736,900	7	March & Sept.	"	1880	....	Sioux City and St. Paul:					
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	"	72-'74	....	1st Mortgage, L. G. tax free .....	14,000pm	7	— & —	New York.	....
Rondout and Owego :							1st Mortgage, June 1, 1871 .....	450,000	7*	June & Dec.	Boston.	1891
1st Mortgage.....	1,000,000	7	Jan. & July.	New York	1890	90	South Carolina:					
Rutland (Verm. Central):							Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	178-'88
Equip. Bonds of May 1, 1870 .....	500,000	7	May & Nov.	Boston.	1880	70	Domestic Bonds (H) 1866-'67 .....	306,500	7	April & Oct.	Charleston.	171-'72
Equip. Bonds of Sept. 1, 1870.....	500,000	8	March & Sept.	"	1880	93	Domestic Bonds (G) 1862-'67 .....	342,500	6	Jan. & July.	"	173-'74
Rutland & Burlington (Rutland):							Domestic Bonds (K) Jan. 1868 .....	1,272,000	7	April & Oct.	"	188-'91
1st Mort. conv. into pref. stock.....	70,000	7	Feb. & Aug.	Boston.	1863	....	Domestic Bonds (special) Sep.'66 .....	76,000	6	Jan. & July.	"	180-'62
2d Mort. conv. into com. stock.....	67,000	7	" "	"	1863	....	Real Estate Mortgage.....	80,733	7	various.	"	171-'91
Saint Croix and Penobscot:							Mortgage, Jan. 1868 (L) .....	800,500	7	Jan. & July.	New York.	182-'88
1st Mort. (Cal. & Baring R.R.):							South Georgia & Florida (A. & G.):					
2d Mort. (" " " " ) .....	95,200	6	Jan. & July.	Calais, Me.	1879	....	1st Mort. assumed by Atl. & Gulf	464,000	7	— & —	New York.	1890
Calais Loan to Lewey's Isl. R.R.	17,500	6	" "	"	1879	....	2d Mort. " " " "	200,000	7	— & —	"	1890
St. Joseph & C.B. (K.C. St.J. & C.B.):	130,000	6	June & Dec.	"	1876	....	South Mountain Iron:					
1st Mortgage (80 m. in Missouri):							1st Mortgage, Dec. 1, 1868 .....	200,000	6	June & Dec.	Philadelphia.	1888
2d Mortgage (" " " " ) .....	1,400,000	10	March & Sept.	Boston.	1892	97	2d Mortgage, Mar. 1, 1869 .....	181,000	7	March & Sept.	"	1884
St. Joseph Denv. C. (E.D. 112m.):							South and North Alabama:					
1st Mort. of Aug. 14, 1868 free.....	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1899	102	1st Mort., endor. by Ala., tax free .....	22,000pm	8*	Jan. & July.	New York.	1890
St. Joseph & Denv. C. (W.D. 160m.):							South Pacific (Atl. & Pac.):					
1st M. RR. lands of M'y 14, 70, free.....	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97	1st Mort. assumed by A. & P. ....	7,250,000	6*	Jan. & July.	New York.	1888
St. Lawrence & Industry (Can.):							South Shore (Mass.):					
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880
St. Louis, Alton and Terre Haute:							South Side (L. I.):					
1st Mortgage (Series A) skg f'd.....	1,100,000	7	Jan. & July.	New York	1894	101	1st Mortgage, Mar. 1, 1867 .....	2,250,000	7	Mar. & Sept.	New York.	1887
1st Mortgage (Series B) skg f'd.....	1,100,000	7	April & Oct.	"	1894	94	South Side, Va. (A.M. & O.):					
2d Mortgage preferred (Series C):	1,400,000	7	Feb. & Aug.	"	1894	91	1st Mort., consol. 1st pref. ....	581,000	8	Jan. & July.	New York.	184-'90
2d Mortgage preferred (Series D):	1,400,000	7	May & Nov.	"	1894	82	1st Mort., consol. 2d pref. ....	619,300	6	" "	"	184-'90
2d Mortgage Income (Series E):	1,700,000	7	" "	"	1894	82	4th Mortgage, consol. 3d pref. ....	458,100	6	" "	"	184-'90
Equipment Mortgage .....	300,000	10	March & Sept.	"	1894	....	Va. State Loan (net) .....	708,102	6	" "	"	long
St. Louis, Coun. Biulds & Omaha:							Southern Central:					
1st Mortgage, guaranteed.... gold	16,000pm	7*	Jan. & July.	New York	1901	....	1st Mortgage, skg fund conv. ....	1,500,000	7	Jan. & July.	New York.	1900
St. Louis and Iron Mountain:							1st Mortgage .....					
1st Mortgage of Aug. 1, 1867 gold							1st Mortgage .....	1,500,000	7	May & Nov.	New York.	1900
St. Louis, Jacksonville & Chicago:							1st Mort. ....					
1st Mortgage of Mar. 14, 1864.....	2,365,000	7	April & Oct.	New York	1894	94	1st Mort., Apr. 1, 1868 tax free .....	20,000pm	7	April & Oct.	New York.	1888
2d Mortgage of May 1, 1868 .....	360,000	7	Jan. & July.	"	1898	....	Southern (Cal.) Pacific:					
St. Louis, Lawr. & Denv. (Pacific):							1st Mortgage for \$28,000,000 gold .....	6*	Jan. & July.	New York.	1901	
1st Mortgage, guaranteed.... gold	1,020,000	6*	Jan. & July.	New York	1901	....	Southern Pennsylvania:					
St. Louis, Van & T. H. (T.H.&L.):							1st Mort. March 1, 1870 .....	571,500	7	March & Sept.	Philadelphia.	1890
1st Mortgage, S. F. guaranteed.....	1,900,000	7	Jan. & July.	New York	1897	....	2d Mort. Sept. 1, 1870 .....	80,000	7*	" "	"	1880
2d Mortgage, S. F. guaranteed.....	2,600,000	7	April & Oct.	"	1887	....	Mortgage Bonds, various .....	399,000	7	various.	Macon.	177-'80
St. Paul and Chicago (M. & St. P.):							Mortgage Bonds, Muscogee R.R. ....	300,500	7	" "	"	....
1st Mort. of 1870..... gold	3,000,000	7*	J. A. J. & O.	"	1900	....	Spartanburg and Union:					
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. C. ....	350,000	7	Jan. & July.	Charleston.	....
1st Mort. (St.P. to St.Anth.10m.):	120,000	8	March & Sept.	New York	1892	....	1st Mortgage not endorsed .....	198,370	7	" "	"	....
1st Mort. (St.P. to Wab.80 m.):	700,000	7	Jan. & July.	"	1892	....	Springfield & Illinois S. Eastern:					
Land Grant & 2d Mort. (80 m.):	1,200,000	7	June & Dec.	"	1892	....	1st Mortgage..... gold	16,000pm	7*	Jan. & July.	New York.	1890
General Mort. R.R. & L. \$2,020,000							1st Mortgage.....					
General Mort. R.R. & L. & Lands stg.	780,000	7*	" "	London.	....		1st Mortgage.....					
1st M. (W.W. Line & L.) for \$3,000,000							1st Mortgage.....					
2d M. (W-Line & L.) for \$6,000,000							1st Mortgage.....					
St. Paul and Sioux City:							1st Mortgage.....					
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	New York	....		1st Mortgage.....	1,000,000	7	May & Nov.	New York.	1886
Salem (W. Jer.):							1st Mortgage.....					
1st Mortgage guar.....							1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875
1st Mortgage & Lowell (B. & L.):	100,000	6	Jan. & July.	Philadelphia.	1878	....	1st Mortgage.....					
1st Mortgage guar.....							1st Mortgage.....	200,000	6	— & —	New York.	....
Sand., Mansfield & Newark (B.O.):							1st Mortgage.....					
1st Mortgage guar. by B. & O. ....	2,307,000	7	Jan. & July.	Baltimore.	1909	....	1st Mortgage.....	171,000	6	— & —	Camden.	....
Saratoga & Whitehall (R. & S.):							1st Mortgage.....					
1st Mortgage, guaranteed.....	400,000	7										

## AMERICAN RAILROAD JOURNAL.

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.		
			When.	Where	Due				When.	Where	Due
Tioga:						Western Union (M. & St. P.):					
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	1st Mortgage for \$5,000,000 .....	\$3,275,000	7	Feb. & Aug.	New York.	1890
Toledo, Peoria and Warsaw:						West Jersey:					
1st Mortgage (E. Div.).....	1,000,000	7	June & Dec.	New York.	1894	Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899
Equipment sinking fund.....	94,000	8	Jan. & July.	"	1879	West Shore Hudson River:					
Consolidated Bond Class A.....	1,406,000	7	May & Nov.	"	1911	1st Mortgage.....	676,300	7	— & —	New York.	....
Toledo, Wabash and Western:						West Wisconsin:					
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	1st M. L. G. stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885
1st M.L.Erie, W. & St.L. 167 m.)	2,500,000	7	"	"	1890	Wicomico and Poconos:	200,000	6	Jan. & July.	Philadelphia.	1888
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	Williamston and Tarboro:	350,000	8	May & Nov.	New York.	1900
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	1st Mortgage coupon.....	1,000,000	8	Jan. & July.	New York.	87-97
Equipm't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	1st mortgage.....	1,000,000	8	Jan. & July.	New York.	87-97
Consol. M. (T. W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	"	1907	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"	87-97
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	Wilmerding and Reading:					
Troy and Boston:						1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	2d Mortgage.....	282,200	7	Jan. & July.	"	1902
2d Mortgage.....	300,000	7	April & Oct.	"	1885	Wilmington and Weldon:					
3d Mortgage.....	650,000	7	May & Nov.	"	1875	Sterling Loan.....	576,888	6	Jan. & July.	London.	1881
Convertible Bonds.....	648,000	7	"	"	1882	Sterling Loan.....	197,777	7	May & Nov.	"	1885
Troy, Salem & Rutland (R. & Sar.):						Sinking Fund Bonds.....	710,000	7*	Jan. & July.	New York.	1896
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	Winona & St. Peter (C. & N. W.):					
Troy Union:						1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	....
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	2d Mortgage.....	12,000pm	7	May & Nov.	"	89
Union Pacific:						CANAL BONDS.					
1st Mortgage, tax free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	'95-'99	Chesapeake and Delaware:					
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1899	1st Mortgage.....	2,039,150	6	Jan. & July.	Philadelphia.	1886
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	Cheapeake and Ohio:					
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	'95-'99	Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870
Union Pacific—Central Branch:						Sterling Loan guaranteed.....	4,375,000	6*	"	London.	1890
1st Mortgage.....	1,800,000	6*	May & Nov.	New York.	1895	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885
2d Mortgage (U. S. subsidy).....	1,800,000	6	Jan. & July.	"	Delaware Division (L.C. & W.):						
Union Pacific, E. D. (see K. Pac.):						1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878
Union Pacific, S. Br. (M.K. & T.):						Delaware and Hudson:					
1st M.R. R. 342m. & 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877
Union and Titusville:						Mortgage bonds of 1870, tax free.....	3,500,000	7	Jan. & July.	"	1884
Utica and Black River:						Erie of Pennsylvania:					
1st Mortgage, July 1888.....	150,000	7	Jan. & July.	New York.	1878	Bonds (original).....	743,654	7	Jan. & July.	Philadelphia.	1865
Vermont Central:						Bonds for Interest prior to 1850.....	161,960	7	"	"	1873
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	Lehigh Coal and Navigation:					
2d Mortgage.....	1,500,000	7	"	"	1891	Mortgage Loan.....	5,656,277	6	J. A. J. & O.	Philadelphia.	1884
Equip. Loans of 1866-67.....	1,000,000	8	May & Nov.	"	1893	Mortgage Loan.....	2,0,000	6	"	"	1897
Equip. Loans of 1867.....	1,000,000	8	"	"	1894	Gold Loan.....	4,944,000	6*	June & Dec.	"	1897
Stanstead, Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	Gold Loan.....	1,942,000	6*	"	"	1894
Guar. Stock (Vt. & Co.):	2,000,000	8	June & Dec.	"	1891	Convertible Loan.....	1,496,879	6	"	"	1877
Vermont and Massachusetts:						Monongahela Navigation:					
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	1st Mortgage.....	103,000	6	Jan. & July.	Pittsburg.	1887
Convertible tax free, bonds.....	200,000	7	"	"	1879	2d Mortgage.....	7,000	6	"	"	1875
Vermont Valley (Vt. Central):						Morris (and Banking):					
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	1st Mortgage.....	500,000	6	April & Oct.	Jersey City.	1884
1st Mortgage.....	114,000	6	"	Boston.	1860	2d Mortgage.....	285,000	6	"	"	1876
1st Mortgage.....	293,200	7	"	New York.	1859	Boat Loan, sinking fund.....	236,965	7	"	"	1885
Vicksburg and Meridian:						Dividend Scrip.....	103,164	7	— & —	"	93
General Mort., 1st series (red).....	722,500	7	Jan. & July.	Philadelphia.	1890	Pennsylvania:					
" " 2d series (blue).....	850,000	7	"	"	1890	1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.	1887
" " 3d series (black).....	164,000	7	"	"	1890	Schuylkill Navigation:					
" (not endorsed).....	1,273,000	7	April & Oct.	"	1890	1st Mortgage.....	1,751,213	6	March & Sept.	Philadelphia.	1872
Special Loan.....	225,438	8	Jan. & July.	"	1890	2d Mortgage.....	4,006,670	6	Jan. & July.	"	1882
Vineyard:						Plain Bonds.....	171,354	6	— & —	"	78
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	Improvement bonds.....	306,500	6	May & Nov.	"	71
Virginia & Tennessee (A.M. & O.):						Boat and Car Loan 1863.....	800,000	6	— & —	"	88
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	Boat and Car Loan 1864.....	633,650	7	— & —	"	84
2d Mortgage.....	4,000	6	"	"	1895	Susquehanna (S. & Tide Water):					
3d Mortgage.....	990,000	6	"	"	1894	1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.	1894
Income Mortgage.....	113,000	6	"	"	1866	2d Mortgage.....	700,000	6	"	"	1886
4th Mortgage.....	846,000	8	"	"	1866	3d Mortgage stg. ....	872,667	6*	"	London.	1878
Registered Certificates.....	116,129	8	"	"	1890	Tide-Water (Susq. & Tide-W.):					
Interest Funding Bonds.....	204,200	8	"	"	1890	1st Mortgage.....	97,810	6	Jan. & July.	Baltimore.	1894
Waillkill Valley (20,000 per mile):						2d Mortgage.....	300,000	6	"	"	1885
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	3d Mortgage.....	436,333	6	"	London.	1878
Ware River (N. & N.):						Union:					
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883
Warren (D. L. & W.):						West Branch and Susquehanna:					
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia.	1878
Warwick Valley (Erie):						2d Mortgage.....	297,000	6	May & Nov.	"	1888
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	3d Mortgage.....	13,000	6	"	"	1868
Washington and Ohio:						Wyoming Valley (Penn.):					
1st Mortgage 1888 for \$8,000,000.....						1st Mortgage, assumed by Pa. ....	600,000	6	Jan. & July.	Philadelphia.	1878
Waterford & Rome (R. W. & O.):						MISCELLANEOUS.					
Sinking Fund.....	3,000	7	March & Sept.	New York.	1871	American Dock & Improvement:					
Westchester and Philadelphia:						1st Mort. guar. by C. R. Co. ....	2,000,000	7	Jan. & July.	New York.	1886
1st Mortgage, convertible.....	796,900	7	"	"	1876	Consolidated (Md.) Coal:					
3d Mortgage (8s compromised).....	400,000	7	Jan. & July.	Philadelphia.	1873	1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1885
Western Alabama:						1st Mort. guar. by C. R. Co. ....	566,000	7	Feb. & Aug.	Philadelphia.	1881
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1890	Pennsylvania Coal:					
1st Mortgage (before consolid.).....	600,000	8	"	"	1882	1st Mortgage.....	500,000	7	June & Dec.	New York.	1872
1st Mortgage (M. & W. Point R.R.):						Mariposa:					
Sterling Bonds.....	750,000	8	Jan. & July.	"	1881	1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1873
Albany Loan (A. & W. Stockbridge).....	1,618,520	5*	April & Oct.	London.	1871	2d Mortgage.....	2,000,000	7	April & Oct.	"	1881
Dollar Bonds.....	500,000	6	Jan. & July.	Boston.	1876	Quicksilver:					
Western Maryland:						1st Mortgage.....	500,000	7	June & Dec.	New York.	1873
1st Mortgage.....	753,500	6	April & Oct.	"	1875	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1879
2d Mortgage preferred.....	600,000	6	Jan. & July.	Baltimore.	1890	2d Mortgage.....	1,500,000	7	May & Nov.	New York.	1876
Bonds endorsed by Balt.....	600,000	6	"	"	1890	3d Mortgage.....	2,000,000	7	"	"	1881
Bonds (July 1, 1870) endor. by B.:						Mariposa:					
Western North Carolina (E.D.):						1st Mortgage.....	500,000	7	June & Dec.	New York.	1873
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1890	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1879
Western Pennsylvania (Penn.):						2d Mortgage.....	1,500,000	7	May & Nov.	New York.	1876
1st Mortgage, (E. Div.) guar.....	800,000	6	April & Oct.	Philadelphia.	1893	3d Mortgage.....	2,000,000	7	"	"	1873
1st Mortgage (Pittsb. Div.) guar.....	1,000,000	6	Jan. & July.	"	1896	Quicksilver:					

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-Railroads are distinguished by a "4."

### Abstract of General Balance Sheet.

Railroad.	Property and Assets.		Liabilities.		Operations.		Earnings.		Market. Par.	Value of Shares.	
	Railroad.		Surplus Income.		Dividends.		Net				
	Rolling Stock.	Assets.	Accounts and Cash.	Bonds.	Passen- gers.	Freight.	Tons	♦	IP.	\$	Per. P.c.
Years ending.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.
2d	Track and Siding.	Freight.	Cars.								
Branch Line.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.
Main Line.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.
Railroad in progress.											
Sept. 30, 1870	60.0	3	3	561 Adirondack & Santa Fe. ... Kansas.	2,881,916	•	3,763,000	930,000	1,766,923	60.0	31,188
May 31, 1870	60.0	—	—	Alabama and Chattanooga. ... Alabama.	14,800	•	•	2,500,000	1,544,925	206.0	406,771
June 30, 1870	120.0	20	5	Albany and Susquehanna. ... New York.	10,608,372	682,644	•	414,921	414,921	164.0	470,430
Sept. 30, 1870	142.0	21	12	Allegheny Valley. ... Pennsylvania.	10,234,514	•	•	2,256,350	7,511,000	786,229	11,311,323
Jan. 31, 1871	182.0	37.9	112.0	Androscoggin. ... Maine.	800,000	•	•	425,000	674,166	139,149	204,103
Dec. 31, 1871	26.5	6.0	6.0	Annapolis and Elkridge. ... Maryland.	445,000	•	•	•	•	20.5	139,149
Mar. 31, 1871	23.0	1.8	—	Ashuelot. ... New Hampshire.	605,000	•	•	•	•	—	139,149
Dec. 31, 1870	34.0	5.0	5.0	Athelsthorpe, Topeka & Santa Fe. ... Kansas.	106,000	•	•	•	•	—	139,149
May 31, 1871	83.0	—	—	Atlanta & Rich. Air-Line. ... Ga. & N.C.	1,200,129	•	•	•	•	42.0	78,679
June 30, 1871	86.7	18	6	Atlanta and West Point. ... Alabama.	119 Atlanta and West. ... N.Y.	2,560	138,030	1,222,200	27,000	3,672	77,787
Dec. 31, 1870	387.0	8.9	8.9	Atlantic and Great Gulf. ... Georgia.	1,032,388	•	•	•	•	340.0	1,611,110
Sept. 30, 1870	388.16	14.4	14.4	Atlantic and North Gulf. ... North Carolina.	2,117,0928	•	•	•	•	95.0	94,586
Dec. 31, 1870	237.0	107.0	107.0	Atlantic and Potowmac. ... Virginia.	150,000	•	•	•	•	—	7,500
May 31, 1870	96.0	10.0	10.0	Atlanta and Sk. Lawrence. ... N.H. & Vt.	10,250,000	•	•	•	•	182,860	78,839
Mar. 31, 1870	392.0	15.0	15.0	Atlanta and Sk. Lawrence. ... N.H. & Vt.	25,150,000	•	•	•	•	60.0	31,188
Dec. 31, 1870	150.0	15.0	15.0	Atlanta and Sk. Lawrence. ... N.H. & Vt.	9,329,287	•	•	•	•	—	100
May 31, 1870	15.5	—	—	Atlanta and Sk. Lawrence. ... N.H. & Vt.	121,812	•	•	•	•	—	100
Nov. 30, 1870	61.2	2.0	2	Avon, Genesee and Mount Morris. ... N.Y.	1,056,000	•	•	•	•	—	100
Sept. 30, 1870	379.6	465.0	465.0	Baltimore and Ohio. ... Md. & W. Va.	36,548,824	•	•	•	•	80,687	7
Dec. 31, 1870	30.0	30.0	30.0	Baltimore and Ohio. ... Md. & W. Va.	10,654,000	•	•	•	•	80,687	100
Sept. 30, 1870	103.5	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	107.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	73.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	150.0	15.0	15.0	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Sept. 30, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	63.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	21.2	1.6	1.6	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	66.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	67.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Sept. 30, 1870	21.1	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.6	5.4	5.4	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.6	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Sept. 30, 1870	200.6	49.7	49.7	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	200.6	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Sept. 30, 1870	41.6	1.3	1.3	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Sept. 30, 1870	93.5	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	21.2	1.6	1.6	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	16.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	21.2	1.6	1.6	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	16.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
May 31, 1871	15.0	—	—	Baltimore and Ohio. ... Md. & W. Va.	1,650,000	•	•	•	•	80,687	100
Dec. 31, 1870											



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

**Shareholders** (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

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Abstract of General Balance Sheet.

Years ending	Railroad.	Rolling Stock.		Companies.		Property and Assets.		Liabilities.		Operations.		Earnings.		Value of Shares.	
		Freight.		Cars.		Assets.		Accounts.		Passenger.		Freight.		Tons.	
		M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	p.c.
Aug. 31, 1870	202.0	10,115,600	4,771	326,219	89,373	Grand Rapids and Indiana.	Indiana.	1,450,525	1,690,525	3,000,000	1,690,525	2,932,000	2,273,640	631,280	275.0
May 31, 1871	94.0	601,0	344.3	375,106.0	140,129	Great Western.	Michigan.	1,982,000	492,000	1,500,000	1,486,746	80,624,595	1,944,328	1,778,900	1,588,710
Nov. 30, 1870	601,0	1,616.0	344.3	322,014.0	140,129	Great Western.	Canada.	92,727,070	14,327,404	7,984,328	1,603,312	280,000	1,750,000	1,615,319	1,645,342
July 31, 1870	187.0	222,0	143.3	375,106.0	140,129	Hannibal and Naples.	S. Carolina.	26,588,684	1,510,963	1,603,312	1,603,312	1,603,312	1,603,312	1,603,312	171,487
Sept. 30, 1870	187.0	143.3	21.0	27	14	Hannibal and Naples.	Illinois.	1,426,000	1,500,000	1,603,312	1,603,312	1,603,312	1,603,312	1,603,312	100
May 31, 1871	187.0	143.3	2.0	1.0	27	Hannibal and Naples.	Missouri.	1,550,000	1,550,000	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	100
June 30, 1871	187.0	70.0	—	—	—	Hannibal and St. Joseph.	Missouri.	15,665,480	2,800,382	2,920,197	1,79,865	9,238,224	9,322,000	2,273,640	631,280
Aug. 31, 1870	207.0	68.0	27.6	—	—	Hannibal and St. Joseph.	New York.	1,247	8,039,560	*	4,000,000	4,000,000	40,500	116,000	116,000
Sept. 30, 1870	114.0	2.0	4	—	—	Hartington and Lancaster.	Pennsylvania.	1,882,580	1,882,580	1,882,580	1,882,580	1,882,580	1,882,580	1,882,580	100
Aug. 31, 1870	170.0	38.0	12.0	—	—	Hartford and New Haven.	Connecticut.	186.18	684	700,000	754,000	93,968	820,071	75.0	50,104
Nov. 30, 1870	62.0	18.0	3.2	32	10	Hartford, Prov. and Frankl. Conn. & R.I.	R.I.	158.0	25.0	17	282,501	4,506,925	2,083,369	14,447,720	241,150
Dec. 31, 1870	187.0	122.4	0.8	1.0	27	Hartford and Dakota.	Illinois.	1,020,000	*	2,000,000	20,000,000	—	—	1,200,000	100
Dec. 31, 1870	187.0	380.0	—	1.0	27	Hawthorne.	Connecticut.	270.0	10.1	18	131,451	2,900,000	3,400,000	44,508	119.8
Dec. 31, 1870	187.0	74.0	—	—	—	Houston and Texas Central.	Texas.	10.1	126,558	*	284,082	1,600,000	3,400,000	44,508	119.8
Dec. 31, 1870	170.0	60.0	7.2	30	17	Huntington and Broad Top Mt.	Penn.	12.5	6,000,000	*	2,781,511	8,296,000	2,000,000	1,76,007	147,026
Dec. 31, 1870	170.0	20.0	5.3	4	—	Ind. and Illinois Central.	Illinois.	12.5	11.0	—	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.5	3.4	48	144,224	Illinoia Central.	Illinois.	12.5	11.0	—	2,500,000	2,750,000	2,750,000	2,750,000	100
Dec. 31, 1870	170.0	11.0	3.4	3.2	—	Indiana and Vincennes.	Indiana.	11.0	10.1	—	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	11.0	2.0	—	—	Ind. and Lawrence.	Illinois.	11.0	10.0	—	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	202.5	14.0	24	16	Ind. and Indianapolis.	Indiana.	10.0	12.0	10	47,000	12,800	1,29,650	18,579	13.0
Jan. 30, 1870	170.0	20.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	18,000	282,000	400,000	180,000	11.0
Dec. 31, 1870	170.0	22.0	4.0	12	20	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	286,386	*	286,386	286,386	100
Dec. 31, 1870	170.0	12.5	3.2	36	15	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.5	3.2	3.2	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.0	10	1,600,000	1,600,000	1,600,000	1,600,000	100
Dec. 31, 1870	170.0	12.0	2.0	—	—	Ind. and Indianapolis.	Illinois.	10.0	12.						



### **RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

**Rolling Stock** (\*\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in "Railroad." In that heading "Railroad" includes all railroads, except the St. Louis Railroad, which is specifically excluded. The Grand Trunk and the Michigan Central are also specifically excluded.

State-and-Territory are distinguished by a  
and Grant Railroads are printed in "italics."

### Abstract of General Balance Sheet.



## REFERRED &amp; GUARANTEED STOCKS

(Marked with an asterisk (\*) are guaranteed by lessees and thus (\*) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds	Rate.	Paid.	Market	Price
<b>RAILROAD STOCKS:</b>						
Atlantic & St. West'n (O. D.) pref.	\$1,919,000	7	...	...	...	
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...	...	
Baltimore and Ohio, pref.	3,000,000	6	6	150	...	
Berkshire* guaranteed.	600,000	7	7	...	...	
Blossburg and Corning, guar.	250,000	5	5	...	...	
Boston, Concord and Montreal, pref.	1,840,000	6	754	...	...	
Buffalo, N. York and Erie, guar.	950,000	7	7	74	...	
Camden and Atlantic, pref.	753,695	7	7	80	...	
Catawissa,* pref. and guar.	2,200,000	7	7	91	...	
Cayuga and Susquehanna,* guar.	589,110	...	9	...	...	
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	7	...	...	
Central Ohio, preferred.	400,000	7	7	39	...	
Cheshire,* guar.	380,000	8	6	...	...	
Chicago and Alton, pref.	2,017,815	7	3	58	...	
Chicago, Iowa and Nebraska,* guar.	2,425,400	7	10	121	...	
Chicago and Northwestern, pref.	2,600,000	10	...	...	...	
20,370,293	7	7	91	...	...	
Cleveland and Mahoning,* guar.	2,056,000	7	7	...	...	
Cleveland and Toledo,* guar.	6,250,000	...	34	...	...	
Cocheco, preferred.	177,750	8	...	...	...	
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	92	...	
Cumberland Valley, 1st pref.	241,900	8	8	114	...	
" 2d pref.	242,000	8	8	...	...	
Delaware,* guaranteed.	594,261	6	6	...	...	
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	...	...	...	
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	97	...	
Dubuque Southwestern, pref.	330,308	7	7	...	...	
Eastern (N. H.)* guaranteed.	492,500	8	8	...	...	
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	...	...	
Elmira and Williamsport,* guar.	500,000	5	5	...	...	
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	84	...	
Erie, preferred.	8,536,910	7	7	70	...	
Evansville and Crawfordsville pref.	100,000	...	...	...	...	
Hannibal and St. Joseph, pref.	5,078,224	7	7	77	...	
Harrietta and Lancaster,* guar.	1,182,550	7	7	...	...	
Housatonic, preferred.	1,180,000	8	4	...	...	
Huntingdon & Broad Top Mountain, preferred.	100,750	7	34	26	...	
Joliet and Chicago,* guar.	1,500,000	7	7	...	...	
Joliet and Northern Indiana,* guar.	300,000	8	8	...	...	
Lackawanna and Bloomsburg, pref.	500,000	7	...	...	...	
Leeds and Farmington,* guar.	Little Schuylkill,* guar.	...	5	...	...	
Louisville, Cincinnati and Lexington preferred.	2,646,100	7	7	...	...	
Marietta and Cincinnati, 1st pref.	848,700	9	9	87	...	
" 2d pref.	6,586,135	6	6	28	...	
Manchester and Lawrence,* guar.	4,051,744	6	6	14	...	
Michigan Southern, guaranteed.	1,000,000	9	...	...	...	
Mill Creek and Mine Hill,* guar.	586,800	10	10	...	...	
Milwaukee and St. Paul, preferred.	9,744,268	7	...	77	...	
Mine Hill and Schuylkill Haven,* guaranteed.	323,375	10	10	...	...	
Mount Carbon & Pt. Carbon,* guar.	3,775,000	8	8	...	...	
New Haven and Northampton*.	282,250	12	12	...	...	
New York and Harlem, pref.	1,344,000	...	2	...	...	
Niagara Bridge and Canandaigua,* guar.	1,500,000	8	8	135	...	
North Eastern (S. C.) preferred.	1,000,000	6	6	...	...	
Ogdensburg and L. Champlain, pref.	155,000	8	8	...	...	
Ohio and Mississippi, pref.	1,037,000	8	8	102	...	
Paterson and Hudson,* guar.	3,500,000	7	7	75	...	
Paterson and Ramapo, guar.	630,000	8	8	...	...	
Pearl and Bureau Valley,* guar.	248,000	...	5	...	...	
Philadelphia and Erie,* ...	5,996,700	6	...	...	...	
Philadelphia and Reading, pref.	1,200,000	6	...	...	...	
Philadelphia and Trenton,* guar.	1,551,800	10	...	...	...	
Pittfield and North Adams,* guar.	1,099,720	10	...	...	...	
Portl. & Kennebec (Yarmouth) guar.	450,000	6	6	...	...	
Portland, Sago & Portsmouth, guar.	202,400	6	6	...	...	
Portland, Sago & Portsmouth, guar.	1,500,000	6	6	...	...	
Portsmouth and Concord*.	350,000	7	7	...	...	
Richmond, Frederick, & Potomac, guaranteed.	142,900	7	7	...	...	
Rochester and Genesee Valley*.	557,560	7	7	...	...	
Rutland, preferred.	...	7	7	62	...	
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45	...	
Sandusky and Cincinnati, pref.	445,556	6	6	...	...	
Schuylkill Valley,* guar.	576,050	5	5	...	...	
Shamokin Valley & Pottsville, guar.	869,450	5	5	...	...	
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	7	...	...	
" 2d pref.	1,000,000	7	7	86	...	
Toledo, Wabash and Western, pref.	274,000	7	7	...	...	
Troy and Greenbush,* guar.	2,500,000	8	8	...	...	
Vermont and Canada,* guar.	1,408,300	7	7	...	...	
White Mountains,* guar.	200,000	5	5	...	...	
Wright's, York & Gettysburg,* pref.	317,050	...	2	...	...	
<b>CANAL STOCKS:</b>						
Delaware Division,* guar.	1,633,350	8	8	...	...	
Morris, preferred.	1,156,000	10	10	125	...	
Schuykill Navigation, pref.	2,888,997	6	6	31	...	
Union, preferred.	6	6	1	...	...	
<b>MINERALS STOCKS:</b>						
Cumberland Coal, pref.	6	...	...	...	...	
Mariposa Mining, pref.	6,774,400	7	7	21	...	

## WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 2½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, \$6; Scrap Wrought, \$8 per ton.

Pig, Scotch, No. 1.....per ton 46 — @ 52 —

Pig, American, No. 1.....52 — @ 53

Pig, American, No. 2.....50 — @ 51

Pig, American, Forge.....48 — @ 49

Bar, Refined, English and American.....@ 115

Bar, Swedes, assorted sizes.....(gold).85 — @ 100

STORE PRICES.

Bar, Swedes.....125 — @ 135

Bar, Refined, 1 to 2 in. rd. & sq.—1 to 6 in.

x ½ to 1 in.

Bar, Refined, 1½ to 6 by ½ & 5-16 & 2½ to

2½ in. rd. & sq.

Bar, Refined, 1 & 1½ by 4 & 5-16.

117 50 — @ —

Bar, Large Round.....122 50 — @ 152 50

Bar, Oval and Half-round.....127 50 — @ 137 50

Bar, Band.....— @ 122 50

Horse Shoe.....120 — @ 130

Rods, 4-6-16 inch.....115 — @ 155

Nail Rod.....135 — @ 175 50

Nail, per lb. — @ —

Sheet, Russia, as to assortment.....(gold)

— @ —

Sheet, Small D. and T. Common.....6 1/2 — @ —

Sheet, Doubles and Trebles, Charcoal.....7 1/2 — @ —

Sheet, Galvanized.....List 15 per cent disc.

Rails, English.....per ton 72 — @ 74

Rails, American.....per Works in Penna...c'y. 85 — @ 90

Anvils, (Eagle).....per lb currency. — @ —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 24 cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast. (2d and 1st quality).per lb. — 16 1/2 — @ 19

English Spring (2d and 1st quality).....9 — @ 10

English Blister (2d and 1st quality).....11 1/2 — @ 16

English Machinery.....11 1/2 — @ 13 1/2

English German (2d and 1st quality).....11 1/2 — @ 12

American Blister.....— @ 12

American, Cast, Tool.....— 15 — @ 16

American, Spring.....— 9 — @ 11

American Machinery.....— 10 — @ 10

American German.....— 10 — @ 11

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100lb. — @ 5 75

Cut, 8d. and 9d. — @ 5 75

Cut, 6d. and 7d. — @ 6 25

Cut, 4d. and 5d. — @ 6 50

Cut, 3d. — @ 7 25

Cut, 2d and 3d. Fine.....— @ 8 —

Cut Spikes, all sizes.....— @ 6 —

Cut, Finishing, Casing, Box, &c., 10d to 3d. 8 25 — @ 7 75

Clinch, Kegs.....7 25 — @ 7 75

Horse Shoe, Forged (No. 10 to 5).....per lb. 21 — @ 23

Copper.....— @ 24 — @ 45

Yellow Metal.....— 30 — @ 32

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plates and Sheets and Terne Plates, 25 per cent. ad val.; Roofing, 25 per cent. ad val.

Pig, (gold).per lb. — @ 48

Straits (gold).36 1/2 — @ 36

English (gold).36 1/2 — @ 36

Plates—Fair to good brands. — Gold. — Currency.

I. C. Charcoal.....per box 13 50 — @ 15 — @ 15 50

I. C. Coke.....12 25 — @ 12 75 13 75 — @ 14 75

Coke Terne.....10 50 — @ 10 75 12 — @ 12 50

Charcoal Terne.....12 — @ 13 — 14 — @ 15 —

Residuum.....per bbl. 4 — @ 6 —

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

All Cash.

Copper, New Sheathing, (over 12 oz.) per lb. — @ 43

Copper, Bolts.....— @ 45

Copper, Braziers' (over 16 oz.).....— @ 45

Copper, Nails.....— @ 45

Copper, Old Sheathing, &c., mixed lots.....26 — @ 28

Copper, Chile Pig.....32 1/2 — @ 33

Copper, American Ingot.....34 1/2 — @ 35

Yellow Metal, New Sheathing and Bronze.....— @ 30

Yellow Metal, Bolts.....— @ 32

Yellow Metal, Nails.....— 30 — @ 32

LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.

Spanish.....(gold) per 100 lb. — @ 6 62

German.....(gold) — @ 6 62

English.....(gold) 6 62 — @ 7 12

Bar.....— @ 8 75

Pipe.....— @ 11 —

Sheet.....— @ 11 —

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1 1/2 per lb.

COAL—DUTY: Bituminous, \$1.25 per ton of 28 bushels

30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas.....per ton of 2240 lb. — @ 8 —

Liverpool Gas Cannel.....— @ 12 —

Liverpool House Cannel.....— @ 19 —

Anthracite.....per ton of 2,000 lb. 4 — @ 5 25

## New York Stock Exchange.

Actual Sale Prices for the week ending June 26.

Th. 20. F. 21. Sat. 22. M. 24. Tu. 25. W. 26

Canton Co. .... 101 100 101 100 100 98

Central Pacific Co. .... 105 104 104 104 104 104

Central of N. Jersey. .... 109 110 110 110 110 110

Chicago & Alton. ....

.... pref. ....

.... 1 M. ....

.... S. F. ....

**New York Stock Exchange.**

*Actual Sale Prices for the week ending June 26.*  
Th.20. F.21. Sat.22. M.24. Tu.25. W.26

FEDERAL STOCKS :—						
U. S. 5s, 1874, reg.	.....	.....	.....	.....	.....	.....
U. S. 5s, 1874, coup.	.....	.....	.....	.....	.....	.....
U. S. 5s, 10-40s, reg.	.....	110 $\frac{1}{2}$	.....	.....	.....	.....
U. S. 5s, 10-40s, coup.	.....	.....	.....	.....	.....	.....
U. S. 5s, 1881, reg.	.....	.....	.....	.....	.....	.....
U. S. 5s, 1881, coup.	.....	112 $\frac{1}{2}$	.....	.....	.....	.....
U. S. 6s, 1881, reg.	114 $\frac{1}{2}$	.....	.....	.....	.....	.....
U. S. 6s, 1881, coup.	119 $\frac{1}{2}$	.....	.....	.....	.....	.....
U. S. 6s, 5-20s, reg. '62.	.....	.....	.....	.....	.....	.....
U. S. 6s, 5-20s, c. 1862. 113 $\frac{1}{2}$	.....	114	.....	.....	.....	.....
U. S. 6s, 5-20s, reg. '64.	.....	113 $\frac{1}{2}$	.....	.....	.....	.....
U. S. 6s, 5-20s, c. 1864.	.....	114	.....	.....	.....	.....
U. S. 6s, 5-20s, reg. '65.	.....	113 $\frac{1}{2}$	.....	.....	.....	.....
U. S. 6s, 5-20s, c. 1865. 114 $\frac{1}{2}$	.....	114 $\frac{1}{2}$	.....	.....	.....	.....
U. S. 6s, 5-20s, r. n. '65.	.....	114 $\frac{1}{2}$	.....	.....	.....	.....
U. S. 6s, 5-20s, c. n. '65. 116 $\frac{1}{2}$	.....	116 $\frac{1}{2}$	.....	.....	.....	.....
U. S. 6s, 5-20s, reg. '67.	.....	.....	.....	.....	.....	.....
U. S. 6s, 5-20s, c. 1867. 117 $\frac{1}{2}$	.....	117 $\frac{1}{2}$	.....	.....	.....	.....
U. S. 6s, 5-20s, reg. '68.	.....	.....	.....	.....	.....	.....
U. S. 6s, 5-20s, c. '68. 117 $\frac{1}{2}$	.....	117 $\frac{1}{2}$	.....	.....	.....	.....
U. S. 6s, Pac.R.R. issue. 114 $\frac{1}{2}$	.....	114 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$	.....	.....

**Philadelphia Stock Exchange.**

*Actual Sale Prices for the week ending June 25.*  
W.19. Th.20. F.21. Sat.22. M.24. Tu.25

Catawissa preferred .....						
Camden and Amboy .....	.....	.....	.....	.....	.....	.....
.. 6s, 1875 .....	.....	.....	.....	.....	.....	.....
.. 6s, 1883 .....	.....	.....	.....	.....	.....	.....
.. 6s, 1889 .....	.....	.....	.....	.....	.....	.....
.. mort. 6s, '89 .....	96	96 $\frac{1}{2}$	.....	96 $\frac{1}{2}$	.....	.....
Elmira & Williamsport .....	.....	.....	.....	.....	.....	.....
.. pref. .....	.....	.....	.....	.....	.....	.....
.. 7s. ....	.....	.....	.....	.....	.....	.....
Lehigh Navigation .....	44 $\frac{1}{2}$	44 $\frac{1}{2}$	44 $\frac{1}{2}$	44 $\frac{1}{2}$	.....	.....
.. 6s 1884 .....	92	.....	90	.....	.....	.....
.. Gold L. ....	93 $\frac{1}{2}$	.....	93 $\frac{1}{2}$	.....	.....	.....
.. R. R. L. ....	95 $\frac{1}{2}$	.....	95 $\frac{1}{2}$	.....	.....	.....
.. Conv. ....	90	.....	.....	.....	.....	.....
Lehigh Valley R. R. ....	60 $\frac{1}{2}$					
.. 6s new coup .....	.....	.....	.....	.....	.....	.....
.. 6s new reg. ....	98	.....	98	.....	.....	.....
Little Schuylkill R.R. ....	48	.....	.....	.....	.....	.....
.. 7s. ....	.....	.....	.....	.....	.....	.....
Minehill .....	56	55	.....	.....	.....	.....
Morris Canal .....	.....	.....	.....	.....	.....	.....
.. pref. ....	.....	.....	.....	.....	.....	.....
North Pennsylvania .....	.....	.....	.....	.....	.....	.....
.. 6s, 1880 .....	.....	.....	.....	.....	.....	.....
.. 7s. ....	.....	97	97	97	97	97
Northern Central .....	.....	40	.....	.....	.....	.....
Penn Creek & Alleg. Riv. ....	40	39 $\frac{1}{2}$	38 $\frac{1}{2}$	39	38 $\frac{1}{2}$	38 $\frac{1}{2}$
.. 7s. ....	79	79	79	79	79	79
Pennsylvania R. R. ....	59 $\frac{1}{2}$					
.. 1st M. ....	102 $\frac{1}{2}$					
.. 2d M. ....	99	.....	99	.....	.....	.....
.. Gen. mort. ....	97	.....	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$
.. reg. ....	96 $\frac{1}{2}$	.....	96 $\frac{1}{2}$	.....	96 $\frac{1}{2}$	96 $\frac{1}{2}$
Penn. State. 6s. 1st series. 102 $\frac{1}{2}$ ....	102 $\frac{1}{2}$	.....	102 $\frac{1}{2}$	.....	106	106 $\frac{1}{2}$
.. 6s. 2d series. ....	.....	.....	.....	.....	.....	.....
.. 6s. 3d series. ....	.....	.....	.....	.....	.....	.....
Philadelphia City, 6s. ....	.....	96 $\frac{1}{2}$	.....	96 $\frac{1}{2}$	.....	96 $\frac{1}{2}$
.. new ....	100	100	100	100	100	100
Philad., Germ. & Nor. ....	88	.....	.....	.....	.....	.....
Phila. & Reading ....	62	61 $\frac{1}{2}$				
Philadelphia and Erie .....	.....	.....	.....	.....	.....	.....
.. 6s. ....	.....	.....	.....	.....	.....	.....
.. 7s. ....	94 $\frac{1}{2}$	94 $\frac{1}{2}$	95	95	95	95
Phila., Wilm. & Balt. ....	.....	.....	.....	.....	.....	.....
Schuylkill Navigation .....	.....	.....	.....	.....	.....	.....
.. pref. ....	15 $\frac{1}{2}$					
.. 6s, 1882 .....	.....	78	78	78	78	78
.. 6s, 1876 .....	.....	.....	.....	.....	.....	.....
.. 6s, 1872 .....	.....	.....	82 $\frac{1}{2}$	.....	.....	.....
United Co. of N. Jersey....	.....	128 $\frac{1}{2}$	129	129	129	129
Hestonville, (Horse) ...	20	20	20	20	20	20
Chestnut & Wal. ....	.....	.....	.....	.....	.....	.....
Green & Coates .....	.....	65	.....	66	.....	.....
2d and 3d streets .....	.....	.....	.....	.....	.....	.....
Spruce and Pine .....	.....	.....	.....	.....	.....	.....
13th and 16th sts. ....	.....	.....	.....	.....	.....	.....

**Baltimore Stock Exchange.**

*Actual Sale Prices for the week ending June 25.*  
W.19. Th.20. F.21. Sat.22. M.24. Tu.25

Baltimore City 6s, 1875. 99 $\frac{1}{2}$ ....						
.. 1886 .....	99 $\frac{1}{2}$	.....	99 $\frac{1}{2}$	.....	99 $\frac{1}{2}$	99 $\frac{1}{2}$
.. 1890 .....	98 $\frac{1}{2}$	.....	99 $\frac{1}{2}$	.....	99 $\frac{1}{2}$	99 $\frac{1}{2}$
.. 1884 .....	.....	.....	.....	.....	.....	.....
.. 1900 .....	99 $\frac{1}{2}$	.....	.....	.....	.....	.....
Balt and Ohio .....	.....	.....	.....	.....	.....	.....
.. bonds, 1875. ....	.....	.....	.....	.....	.....	.....
.. 1880. 98 .....	.....	.....	.....	.....	.....	.....
.. 1885. ....	.....	.....	.....	.....	.....	.....
Marietta & Cin. 1st M. ....	99 $\frac{1}{2}$	.....	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$
.. 2d M. ....	90 $\frac{1}{2}$	.....	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$
.. 3d M. 8s. ....	84 $\frac{1}{2}$	.....	84 $\frac{1}{2}$	84 $\frac{1}{2}$	84 $\frac{1}{2}$	84 $\frac{1}{2}$
Northern Central .....	39 $\frac{1}{2}$	.....	39 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$	39 $\frac{1}{2}$
.. bonds, 1885. ....	.....	.....	.....	.....	.....	.....
.. 1900. ....	.....	.....	88 $\frac{1}{2}$	88 $\frac{1}{2}$	88 $\frac{1}{2}$	88 $\frac{1}{2}$
Pittsb. & Connellsy. 7s....	96 $\frac{1}{2}$	96 $\frac{1}{2}$	97	97	97	97
N. W. Va. 1st mort. ....	.....	.....	.....	.....	.....	.....
.. 2d mort. ....	.....	.....	.....	.....	.....	.....
.. 3d mort. ....	.....	.....	.....	.....	.....	.....
Virginia 6s, Consol. ....	55	.....	55	54 $\frac{1}{2}$	54 $\frac{1}{2}$	54 $\frac{1}{2}$
.. Defer. Certif. ....	.....	.....	.....	.....	.....	.....
City Passenger R. R. ....	25 $\frac{1}{2}$	.....	.....	.....	.....	.....

**Boston Stock Exchange.**

*Actual Sale Prices for the week ending June 26.*  
Th.20. F.21. Sat.22. M.24. Tu.25. W.26

Boston Stock Exchange.						
Boston and Albany .....	.....	148 $\frac{1}{2}$	149	148 $\frac{1}{2}$	148 $\frac{1}{2}$	148 $\frac{1}{2}$
Boston and Lowell .....	.....	.....	.....	138	138	138
Boston and Maine .....	138	.....	.....	.....	.....	.....
Boston and Providence. 150	.....	.....	.....	.....	.....	.....
Boston, Hartford & Erie .....	6 $\frac{1}{2}$	7s, new 41	40 $\frac{1}{2}$	42 $\frac{1}{2}$	42 $\frac{1}{2}$	42 $\frac{1}{2}$
Cheeshire, pref. ....	.....	.....	.....	.....	85 $\frac{1}{2}$	85 $\frac{1}{2}$
Chi., Bur. & Quincy .....	.....	.....	.....	130 $\frac{1}{2}$	130 $\frac{1}{2}$	130 $\frac{1}{2}$
Concord .....	.....	.....	.....	132 $\frac{1}{2}$	132 $\frac{1}{2}$	132 $\frac{1}{2}$
Connecticut River .....	.....	.....	.....	105	105	105
Eastern .....	105	105	105	106 $\frac{1}{2}$	106 $\frac{1}{2}$	106 $\frac{1}{2}$
Fitchburg .....	.....	.....	.....	.....	.....	.....
Manchester & Lawr'ce .....	.....	.....	.....	.....	.....	.....
Michigan Central .....	119 $\frac{1}{2}$					
Northern, N. H. ....	.....	115 $\frac{1}{2}$	.....	.....	115 $\frac{1}{2}$	115 $\frac{1}{2}$
Ogdens & Lake Champlain 87 $\frac{1}{2}$	.....	83 $\frac{1}{2}$	.....	.....	82 $\frac{1}{2}$	82 $\frac{1}{2}$
Old Colony & Newport .....	110 $\frac{1}{2}$	109 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$
Ph. Wil. & Baltimore. 54 $\frac{1}{2}$	.....	.....	54 $\frac{1}{2}$	.....	55 $\frac{1}{2}$	55 $\frac{1}{2}$
Portl'd, Saco & Porta. ....	.....	128 $\frac{1}{2}$	.....	.....	127 $\frac{1}{2}$	127 $\frac{1}{2}$
Union Pacific .....	.....	.....	.....	.....	.....	.....
" 6s .....	.....	.....	.....	.....	.....	.....
" Land Grant 7s .....	.....	.....	.....	.....	.....	.....
" Income 10s .....	.....	84	.....	.....	83 $\frac{1}{2}$	83 $\frac{1}{2}$
Vermont & Canada .....	93 $\frac{1}{2}$					
Vermont & Mass. ....	.....	.....	.....	.....	.....	.....
South Boston (Horse) .....	.....	.....	.....	.....	.....	.....
Cambridge .....	.....	.....	.....	104	.....	.....
Metropolitan .....	72	.....	.....	.....	.....	.....
Middlesex .....	.....	.....	.....	.....	.....	.....
Central Mining Co. ....	.....	.....	.....	.....	.....	.....
Copper Falls .....	.....	.....	.....	13 $\frac{1}{2}$	.....	.....
Franklin .....	.....	.....	.....	6 $\frac{1}{2}$	.....	.....
National .....	.....	.....	.....	6 $\frac{1}{2}$	.....	.....

coin, at this port, from July 1, 1871, has been \$151,811,700 against \$145,835,323 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to June 22, 1872, \$76,455,716, against \$85,524,679 same time in 1870-'71.

The export drain of specie was \$753,243 last week, against \$2,464,420 same week preceding year. The shipments since July 1, 1871, have been \$56,239,548 against \$81,718,748 same time in 1870-'71.

Foreign Exchange has been offered less freely and has been in rather more confident demand at steadier rates. Bankers' sixty day bills on London closed on Wednesday at 109½@109¾; sight bills on London, 110½@110¾.

The produce exports from this port, week ending with June 25, were to the currency value of \$4,817,307.

There has been a fair investment business reported, since our last, in Government securities, at generally firm prices. The offerings of bonds of all issues have been on a restricted scale. On Wednesday, government bought in \$1,084,400 of Five-Twenties at 113 08@113 24, out of an aggregate offering of \$1,834,900.

U. S. sixes of 1881 closed here on Wednesday of the current week at 119½@120½; U. S. Five-Twenties of 1862, (other than the bonds called in) ex May coupon 114@114¼; U. S. Five-Twenties of 1864 at 114@114¼; U. S. Five-Twenties of 1865, 114½@115½; U. S. Five-Twenties of 1865 consolidated, 116½@116½; U. S. Five Twenties of 1867, 117½@117½; U. S. Five-Twenties of 1868, 117½@117½; U. S. Ten-forties at 111½@111½; U. S. Fives of 1881 (Funding Loan) 112½@112½; Six per cent. currency bonds, 114½@114¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 12.	June 19.	June 26.
Consols .....	92½	92½	92½
U. S. 5-20's of 1862..	90½	91	91
U. S. 5-20s, 1865 .....	91½	91½	91½
" 1867 .....	93½	91½	91½
" 10-40s .....	89½	89½	89½
New Fives of 1881...	89½	89½	89½
Erie .....	48½	42½	46½

State bonds have been less inquired for, and irregular in price.

The investment inquiry for the better class of Railway bonds has been fair, and values have been well supported. Central Pacific Sixes have been in fair request at 104½@105. Chesapeake and Ohio have been in fair demand at 94 per cent. and accrued interest. It is stated that nearly five thousand men are now employed for the completion of the small unfinished portion of this road, and that it will undoubtedly be entirely prepared for business through the entire length from tidewater to the Ohio Valley, in October next.

Among the passengers who returned by the Russia from Europe, was Mr. James A. Garland, of the New York House of the Messrs. Jay Cooke & Co., who comes home in fine health, and spirits, to the satisfaction of his many friends in this city.

Railway and Miscellaneous share property has been moderately active, but quite irregular as to price, the later dealings indicating, however, a steadier movement.

The Stock and Cotton Exchanges have decided,

by vote, to adjourn from Wednesday July 3, to Monday July 8, in view of the occurrence of the great national anniversary on the intervening Thursday.

There has been rather more animation in the line of Metals. Ingot Copper has been held with a fair show of confidence, on lighter offerings and a moderately active inquiry; sales 350,000 lbs. at 34c@34½c. cash, and 34½c. 34½c. for forward delivery. Scotch Pig-Iron has been in more request at about previous figures, with sales reported of 800 tons Glengarnock, at \$47@\$49; 200 tons Gartsherrie, and 100 tons Coltness on private terms. American Pig iron has been more sought after and quoted stronger in price, with sales of 400 tons Allentown at \$53 for prompt, and \$52 for November delivery, mainly the latter. Iron Rails have been held firmly, though not active. There has been very little call for Lead Spelter or Zinc, prices of which remain nominally as last quoted. Pig Tin, though quiet, has been steady in price; 100 slabs Straits were sold at 37¾c., gold, per lb. Tin Plates have been quite brisk, the demand having been partly speculative, and prices closing steadier and in favor of holders, with sales reported of 6,000 boxes Charcoal, deliverable after Aug. 1, at \$12 75, with holders asking for early deliveries \$13 25@13 50; 1,000 boxes Charcoal Terne, deliverable after Aug. 1, at \$11 12½ held for early delivery at \$11 25@\$11 50; 2,000 boxes Coke, deliverable in August, on private terms, with prompt deliveries quoted at \$12@ \$12 25 as the asking rates; 1,000 boxes B. C. Coke Terne, August delivery, at \$9 75, and 1,000 boxes Coke, diamond Y brand, at \$11, all gold rates.

General business has been fairly active, more especially in the leading kinds of domestic produce. Flour, Wheat, Rye and Oats, declined in price. Corn was steadier toward the close. Lard and Butter firmer. Middling upland cotton closed on Wednesday at 26½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,655,928 bales, against 3,863,555 bales same time in the preceding year; exports 1,898,223 bales against 3,045,277 bales in the previous year; stock at the ports at latest dates, 152,777 bales against 207,494, bales same date 1871.

At the Live Stock Markets, Beeves have been in less request at 10@13½ cts.; Veals at 5@9½ cts.; Sheep at 5@6½; Lambs 7@12 cts.; Swine, dull at 4½@4½ cts. per lb, all live weight. The week's receipts were 9,491 Beeves, 3,620 Veal Calves, 22,655 Sheep and Lambs; and 44,217 Swine.

Foreign goods have been in rather slack demand as a rule, with values generally quoted less firm. The week's imports of foreign goods reached the amount of \$7,918,883 including \$6,573,976 of dry goods.

Ocean freights have been quoted lower toward the close.

At the auction sale of Scranton Coal on Wednesday 100,000 tons were disposed of within a range of from \$3 25 to \$4 00, as against \$3 32½@3 90 at the sale in May.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:

New York.—Boston, Hartford and Erie R. R., 8½; do. 1st mort., 42½; Cedar Falls and Minne-

sota 1st mort., 86½; Milwaukee and St. Paul 1st mort., Iowa div., 91; Ohio and Miss. consol., 100; do. 2d mort., 58; Central of New Jersey 1st mort., new, 107; do. scrip, 104½; Gt. Western 1st mort., 1888, 98; East Tenn., Va. and Ga. 1st mort., 95½; Clev., Painesv. and Ash. new, 97; Toledo, Peoria and Warsaw 1st mort., E. D., 93; Buffalo, New York and Erie 1st mort., 94½; Detroit, Monroe and Toledo 1st mort., 99½; Hannibal and Central Mo. 1st mort., 88½; Cin., Laf. and Chi. 1st mort., 84; Cleveland and Pittsburg consol., 95; Missouri, Kansas and Texas R. R., 43; St. Louis and Iron Mt. R. R., 102; do. 1st mort., 100; Lake Shore and Michigan Southern scrip, 93; U. S. Exp., 87; Am. Mer. Union Exp., 75½; Adams Exp., 96½; Wells-Fargo Exp., 93; Western Union Tel., 75½; do. 7s, 95; Quicksilver pref., 51; Consol. Coal of Md., 44½; Cumberland Coal and Iron, 77½; Pennsylvania Coal, 215; Arkansas 7s, issued to Central R. R., 69½; South Carolina 6s, old, 52½; do. new, Jan. and July, 30; do. Apl. and Oct., 27; N. Y. State 7s, B. L. reg., 106; do. coupon, 109½; North Carolina Fund Act, 1868, 23.

Philadelphia.—Lehigh Valley 7s, new, 105½; Sunbury and Lewistown 7s, 95; Penn. and New York Canal 7s, 97½; Philadelphia and Reading 6s, 1843-4-80, 99; do. deben bonds, 84; do. Gen. mort. 7s, reg., 104; Susq. Canal 6s, 79½; Sch. Nav. 6s, 1895, 80; do. 7s, Boat Loan, 84½; Westchester and Philadelphia R. R. 7s, 102; Warren and Franklin 1st mort. 7s, 90½; Belvidere Delaware 2d mort., 83½; Elmira and Williamsport 7s, 98½; Nesquehoning R. R., 57½; Catawissa R. R., 16; Union Pass. R. R., 75; Pittsburgh 5s, 77½; Pennsylvania State coupon 5s, 102. The latest quotations are; City 6s, 96½@97; do. free of tax, 100½@100½; Pennsylvania State 6s, W. L. 101@101; do. 1st series, 102½@103; do. 2d series, 107@107; do. 3d series, 108@—; Philadelphia and Reading, 61½@61½; do. Gen'l mort. 7s, 1893, 103½@104; do. mort. 6s, 1880, 99@99½; United New Jersey R. R. and Canal Co., 126½@126½; Camden and Amboy mort. 6s, 1889, 96½@97; do. 1883, 92½@—; do. 1889, 90½@91; Pennsylvania R. R., 59½@59½; do. 1st mort., 102½@—; do. 2d mort., 99@100; do. General mort. coupon, 96½@97½; do. reg., 95½@97; Little Schuylkill R. R., 48@48½; Morris Canal, 51@52; do. pref., 127@127½; do. 6s, 93@96; Susquehanna Canal, 8@9; do. 6s, 79@80; Schuylkill Nav., 7½@8; do. pref., 15½@15½; do. 6s 1882, 77½@78½; Elmira and Williamsport pref., 42@44; do. 7s, 1873, 98@—; do. 5s, 59@60; Lehigh Coal and Navigation, 44½@45; do. 6s, 1884, 90@90½; do. R. R. Loan, 95½@95½; do. Gold Loan, 93½@93½; North Pennsylvania 50½@50½; do. 6s, 102½@103; do. 7s, 96½@97; do. Chatte 10s, 109@112; Philadelphia and Erie, 28@28½; do. 6s, 90@90; Minehill, 54@54½; Catawissa, 16@17; do. pref., 45½@45½; Lehigh Valley, 60½@60½; do. 6s, new coupon, 98½@—; do. reg., 98@—; do. 7s, 105½@105½; Fifth and Sixth streets, (horse,) 48@—; Second and Third, 65@67; Thirteenth and Fifteenth, 18@20½; Spruce and Pine, 34@34; Green and Coates, 46@47; Chestnut and Walnut, 57@58; Hesterville, 19@20½; Union, 75@75; Germantown, 35@37.

Boston.—Burlington and Missouri River R. R., Land Grant 7s, 96; Michigan Central 8s, 108;

**Western R. R.** 6s, 1875, 97½; Boston, Clinton and Fitchburg 8s, 1881, 95½; Salem and Lowell 6s, 1878, 92; Little Rock and Ft. Smith R. R. 7s, 20; Vermont Central 1st mort., 80; do, 2d mort., 30; Quincy and Warsaw R. R. 8s, 101; Chicago and Michigan Lake Shore R. R. 8s, 85½; Boston and Albany 7s, 1892, 106½; Connecticut and Passaic Rivers R. R. 6s, 1876, 98¾; St. Joseph and Council Bluffs R. R. 8s, 1874, 82½; Grand River Valley R. R. 2d mort. 8s, 102; Cincinnati, Sandusky and Cleveland R. R., 22; Rutland pref., 61; Nashua and Lowell R. R., 145; Summit Branch, 45; Portsmouth, Gt. Falls and Conway R. R., 94½; Cary Imp., 12%; Waverly Land, 8; Brookline Land 6½; Maine 6s, 1889, 99½; Chicago 7s, 98¾; Cincinnati 7s, 3-10s, 1898, 105; St. Louis 6s, 1874, 97¾; Rock Island, Ills., 8s, 1887, 103½; Hartford 6s, 1880, 96¾; Charlestown 6s, 1892, 99; Portland 6s, 1887, 95½; Lynn 6s, 1887, 98¾; Albany 6s, 1876, 92¾; Cook Co., Ills. 7s, 1880, 97½; Fall River 6s, 100; Boston 6s, 1880, currency, 101; Lowell 6s, 1890, 98¾; Allouez Mining Co., 8½; Calumet and Hecla, 164; International silver, 4½; Petherick, 3; Shuniah Silver, 8½; St. Clair, 1½; Star, 30c.

**Baltimore.**—Maryland Defense 6s, 103; Lynchburg City 6s, 78; Orange, Alexandria and Manassas 7s, 84½; Northern Central 6s, 1900, gold, 96½; Richmond and Danville 1st mort., 78½; Central Ohio 1st mort., 87; George's Creek Coal, 96. The latest quotations are: Pittsburg and Connellsburg 7s, 1898, 96¾@97½; Baltimore and Ohio, 156½@159; do, pref., 99@—; do, 6s, 1875, 99@100; do, 1880, 98@—; do, 1885, 96½@97½; Parkersburg Branch, 12@13; Northern Central 39½@40; do, 6s, 1885, 96½@96¾; do, 1900, 88½@89; do, 6s, 1900, gold, 96½@96¾; N. W. Va. 1st mort., 100@—; do, 2d mort., 99@99½; do, 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 100½@100%; do, 2d mort., 7s, 90@92; do, 3d mort., 8s, 84½@85; Central Ohio, 33@33½; do, 1st mort., 86½@86¾; Western Md. 1st mort. 6s, 1890, 87@92½; do, 1st mort. guar., 96½@97; do, 2d mort. guar., 96@—; do, 3d mort. guar., 96½@97; do, 2d mort. pref., 75@80; do, 2d mort. guar. by Washington Co., —@90; Richmond and Danville bonds, 78½@79; Orange and Alexandria 1st mort. 6s, 93½@94; do, 2d mort. 6s, 84@87½; do, 3d mort. 8s, 90@94; do, 4th mort. 8s, 83½@85; Orange, Alex. and Manassas 7s, 84½@85½; Virginia and Tennessee 6s, 1st mort., 95@100; do, 6s, 2d mort., 78@80; do, 8s, 3d mort., 91½@—; Baltimore 6s, 1875, 99½@100; do, 1884, 99@99½; do, 1886, 100½@100%; do, 1890, 99@99½; do, 1893, exempt, 99½@—; do, 1900, exempt, 98½@99; Memphis City 6s, 55½@56; Maryland 6s, 1890, 98@—; do, Defense Loan, 1883, 102½@103; City Passenger R. R., 25½@25½; George's Creek Coal, 95@100; Atlantic Coal, 1.00@1.75; Alexandria City 6s, 70½@72; Savannah City 7s, 87@88; Lynchburg City 6s, 77½@78; Indianapolis water bonds, 90½@94½.

**Work** is progressing on the Michigan division of the Canada Southern Railroad. The surveys have been nearly completed, and work upon the road bed from Trenton to the State line, it is announced, will shortly begin. Work upon the bridge from Trenton to Grosse Isle has begun.

#### New York & Long Island Bridge Company.

The New York and Long Island Bridge Company, which was formed to build a bridge connecting Long Island with this city, the bridge to have central towers on Blackwell's Island, have elected the following Board of Directors: John L. Brown, A. M. Bliss, Shepherd F. Knapp, I. D. Coleman, A. W. Winans, P. L. Tyler, S. C. Walker, H. Vandewater, J. A. Fithian, C. Corson, J. T. Conover, D. L. Petree, H. W. Genet, George Wilkes, C. R. Trafford, J. M. Long, H. T. Livingston, Wm. C. Conner, James M. Sweeney, G. L. Knapp and Edward J. Shandley.

At a meeting of the directors held at No 25 Chambers St., this city, on the 24th inst., the following officers were elected:

John L. Brown, president; A. M. Bliss, secretary; Heman T. Livingston, treasurer.

John T. Conover, A. W. Winans, Jacob M. Long, D. L. Petree and S. F. Knapp, executive committee.

Heman T. Livingston, George Wilkes and C. R. Trafford, auditing committee.

Stephen C. Walker, William C. Conner, Henry Vandewater and Isaac D. Coleman, financial committee.

It was ordered that, under the provisions of the general railroad act, due notice be given at an early day to the Common Council of the city of New York, the Board of Supervisors of the county of New York, the Commissioners of the Sinking Fund of the city and county of New York, the Commissioners of Charities and Correction (who control Blackwell's Island), the Supervisors of Queen's county, the Common Council of Long Island city, and the property owners directly interested, of the intention of the company to take possession of and use such property as may be necessary for the purpose of constructing the bridge.

It was resolved to proceed forthwith in the work of obtaining possession of the required property and of constructing the bridge.

**I** The Duluth (Minn.) Herald reports the arrival at that port, on the 16th instant, of three vessels containing railroad iron for the Northern Pacific, the aggregate quantity being 1,540 tons. The point of departure of one of the vessels was Erie, Pennsylvania, while the other two sailed from Cleveland, Ohio. The time consumed in the voyage from Erie was fourteen days, while the voyages from Cleveland were each made in fifteen days.

**I** Cumberland Coal is quoted at \$4 25 at Georgetown and Alexandria, at Baltimore \$4 50, at New York \$6 60, at Springfield, Mass., \$10, at Boston \$7 25@\$7 50, at San Francisco \$25@\$29. The Cumberland companies, it is said, will not change their prices at all in consequence of the new tariff, the effect of which was discountered long ago, when rates were put at the lowest reasonable points.

**I** The gross earnings of the Union Pacific Railroad for the month of May, 1872, were \$890,442 07; expenses \$470,715 11, including \$79,887,37 taxes; net earnings \$419,726 96.

**I** The Eastern Railroad Extension to North Conway, N. H., was formally opened to travel on the 24th inst.

### THE St. Joseph & Denver City RAILROAD COMPANY'S First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in gold. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, \$1,000, \$500 and \$100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

### TANNER & CO., BANKERS,

NO. 11 WALL STREET.

**I** The stock of the Camden and Amboy Railroad Company is now called, at the Philadelphia Board of Brokers, under the new designation of United Companies of New Jersey. Under this appellation it will hereafter be quoted in the official Stock lists, and by that name all transactions in Camden and Amboy will hereafter be designed.

**I** The regular quarterly dividend of 2½ per cent. upon the capital stock of the United New Jersey Railroad and Canal Company will be paid on and after the 10th of July at the offices of the Pennsylvania Railroad Company, Philadelphia and at 57 Broadway, New York.

**I** Men, to the number of about two hundred are now employed on the River du Loup Railway, and have already graded several miles of the road and prepared it for sleepers. The prospect now is hopeful.

**I** The Attleborough Branch Railroad Company has declared a semi-annual dividend of \$8 50 per share, free of taxes, payable July 1.

**I** The Granite Railway Company has declared a dividend of \$4 per share, payable July 1,

**Journal of Railroad Law.**

**COMMON CARRIERS—DELIVERY TO WRONG PERSON AT THEIR PERIL.**

The late case of *McEntee vs. The New Jersey Steamboat Company*, (45 N. Y., 34,) was an action brought against the defendants for the conversion of chattels claimed by the plaintiff. The defendants, as common carriers between Albany and New York, received from Mr. Guyer, at Albany, and carried to New York, in 1868, several bundles of sash and blinds addressed to "McEntee," New York. After these arrived at New York, the plaintiff claimed them, and gave evidence tending to prove that he demanded the goods and tendered the charges, and that the agents of the defendants refused to deliver them. The jury rendered a verdict for the plaintiff for the value of the property.

The following is the opinion of the court delivered by—

**ALLEN, J.**—The defendants were charged for the conversion of the goods upon evidence of a demand and a refusal to deliver them. If the demand was by the person entitled to receive them, and the refusal to deliver them was absolute and unqualified, the conversion was sufficiently proved, for such refusal is ordinarily conclusive evidence of a conversion; but if the refusal was qualified, the question was whether the qualification was reasonable; and if reasonable, and made in good faith, it was no evidence of a conversion, (*Rogers vs. Weir*, 34 N. Y., 463). If, at the time of the demand, a reasonable excuse be made in good faith for the non-delivery, the goods being evidently kept with a view to deliver them to the true owner, there is no conversion.

This action is not upon the contract of the carriers, but for a tortious conversion of the property; but the rights and duties of the defendants as carriers are, nevertheless, involved.

The defendants were bailees of the property under an obligation to deliver it to the rightful owner. They would have been liable had they delivered the goods to a wrong person. Common Carriers deliver property at their peril, and must take care that it is delivered to the right person, for if the delivery be to the wrong person, either by an innocent mistake or through fraud of third persons, as upon a forged order, they will be responsible, and the wrong'ul delivery will be treated as a conversion. (*Guillaume vs. Hamburgh and Am. Packet Co.*, 42 N. Y., 212.) The duties of carrier may be varied by the differing circumstances of cases as they arise; but it is their duty in all cases to be diligent in their efforts to secure a delivery of the property to the person entitled, and they will be protected in refusing delivery until reasonable evidence is furnished them that the person claiming is the party entitled, so long as they act in good faith and solely with a view to a proper delivery. The circumstances of this case, the very defective address of the parcels, and the omission of the plaintiff to produce any evidence of title to the property, or identifying him as the consignee, justified the defendants in exercising caution in the delivery; and it should have been submitted to the jury whether the refusal was qualified, as alleged by the defendants; and if so, whether the qualification was reasonable, and was the true reason for not delivering the goods. The judge also erred in his instruc-

tions to the jury as to the duty of the defendants as common carriers, in the delivery of goods. They may not properly, or without incurring liability to the true owner, deliver goods to any person who calls for them, other than the rightful owner. The judgment must be reversed, and a new trial granted, costs to abide event.

Judgment reversed and new trial ordered.

**Extension of an Important Railroad:**

We have taken occasion several times to refer to the building of the Logansport, Crawfordsville and South-western Railway in Indiana, and the resources it has in its rich country and coal fields for a large local traffic. Our correspondent at Crawfordsville, President Tuttle of Wabash College—a gentleman of intelligence in such matters, as well as of the highest position and character—has kept us informed in respect to this road. From the same source we have just learned that it is soon to be in running order to Logansport, where it comes into an important railroad centre, where the two great branches of the Pan Handle (Chicago Division), the Toledo, Peoria, and Warsaw Railroad and the Eel River Railroad cross. This connection at once opens a vast market for the Parke county bituminous and block coal. Recently Mr. Cutler and his co-capitalists have contracted to build a Branch of the Logansport, Crawfordsville and Southwestern Railway from Frankfort to Kokoma, some twenty-eight miles, where it will meet another important railway center, opening one more market for coal and produce. The work of grading is to be begun immediately. This is an important step toward the great Northern trunk lines at Toledo and Detroit.

A very important move has just been made at the south-west end of the road. The Evansville and Crawfordsville Railroad some time since built an excellent extension of the road from Terre Haute to Rockville, twenty-three miles, but it has not been profitable for lack of connections North and East. Recently the Logansport, Crawfordsville and South-western Railway has leased this road to Terre Haute, which gives it a fine, large city as its South-western terminus, and a very fine St. Louis connection over the Vandalia route. This is an important step and is in the line of still larger success. Under the able management of Messrs. Cutler and Dawes, the Logansport, Crawfordsville and South-western Railway is becoming an important road in Indiana.—*New York Evangelist*.

**Atchison, Topeka and Santa Fe Railroad.**

The news that the Atchison, Topeka and Santa Fe Railway has been completed to the Arkansas river and is stretching toward us at the rate of over one mile a day, will be hailed with joy by the citizens of the Arkansas valley. While we have as yet no assurance, positive and complete, that this road will be built through this portion of our Territory, yet it is a great step in advance to have it constructed to our eastern boundary. Its construction even to that point will make an outlet for our surplus of beef and for a great deal of the wool raised in Bent and Las Animas counties. Besides we are fully satisfied that when the line is complete to the western boundary of Kansas, its directory will be impressed with the necessity of extending it up the valley to Pueblo. The wide open valley, with its rich, irrigable soil and the wealth of pasture on either side, will offer an opportunity to build up a way trade enjoyed by no other corporation west of the Missouri. The natural water gradient offered by the river without any bluff lands encroaching upon its banks, render the construction of a line to Pueblo as cheap as a section of the same length along the Platte.

A road built over this route will offer a much more direct means of communication with the East for the people of Southern Colorado and New Mexico, than any yet built. It will develop through its entire extent a greater amount of way trade than can ever be enjoyed by any rival line,

It will form a section of road over the best route across the continent, which is through the pass at the head of the Arkansas. The road can be operated through the whole season, without the loss of a trip by reason of snow blockades. All these manifest advantages will impress themselves upon the directory of that road before preparation is made for the construction of its next section. Gentlemen acting in the interest of this line will soon be in Pueblo, and we hope that substantial citizens will not fail to place these few, and a number of additional considerations, in their proper light, and so do everything in their power to aid us in securing direct eastern communication through the medium of the Atchison, Topeka and Santa Fe Railway.—*Pueblo*, (Col.) Advertiser.

**The Narrow Gauge Railroad Convention.**

The following is an official list of the topics under consideration by the convention of railroad men at St Louis:

1. The want of railroad facilities.
2. The comparative costs of the two systems.
3. Our means of constructing the broad gauge as compared with the narrow gauge.
4. The comparative cost of operating the two gauges.
5. Can narrow gauge locomotives be constructed of sufficient power and speed to answer general requirements.
6. Can the passenger coaches be made safe, comfortable and popular with the traveling public?
7. Can freight cars be constructed of convenient size for the transportation of cotton, live stock and general freights?
8. What saving in dead weight will the narrow gauge effect?
9. How will the saving in first cost and dead weight affect the rates of freight and passage?
10. Break of gauge or connections.
11. Experience and opinions of experts.
12. The narrow gauge, as compared with the broad gauge, as the means of development.

**Cairo and East St. Louis Railway.**

A narrow gauge railway is building from this city to Cairo. When completed it will have a length of 147 miles, and be equipped with 26 locomotives and 1,500 cars. This road begins at East St. Louis, and proceeds down along the river bank to a point opposite Carondelet; then turning southeastward, it pursues its way to Cairo, passing directly through the Big Muddy coal region. One of the designs of this road is to supply coal cheap to the Carondelet iron furnaces, hence the heavy equipment of rolling stock. Work is actively going forward on this line. One hundred miles of the grading will be finished by the 1st of July. The ties for the whole road are nearly ready. The iron is purchased and the money all in hand to pay for it. A large portion of it is now en route to this city, and will soon arrive. Upon all of the heavy grades steel rails will be used, and the balance of the iron will be 45 pounds to the yard. Broad-gauge rails weigh 65 pounds to the yard. Although the equipment of this road is unusually large for so short a line, and though the country built over is a very rough and hilly one for most of the way, the cost will probably fall within \$15,000 per mile. The gauge of this road is to be three feet.—*St. Louis Democrat*.

**Boston, Hartford and Erie Railroad.**

In the suit of equity brought by George Ellis and others against the Boston, Hartford and Erie Railroad Company, arising out of a contract made between the railroad company and the Adams Express Company, the Superior Court has sent down the following rescript:

"Decree for receivers for amount of earnings due under the contract as reported, from Oct. 20, 1870, to Aug 17, 1871. Also for such portion of the like earnings so reported, prior to Oct. 20, 1870, as may be necessary, together with other income received by them, to cover their reasonable

ble expenses and charges in operating the road and conducting the business of the corporation during the same period. If not adjudged between the parties, a master is to be appointed to ascertain the amount for which the decree shall be entered in accordance herewith."

In the bill brought by the Adams Express Company to be made a party to the above suit, a decree has been entered dismissing the bill.—*Boston Journal.*

#### Kansas Railroads.

A correspondent of the Milwaukee *Wisconsin*, writing from Fort Scott, Kansas, says:

We have first the Missouri, Ft. Scott and Gulf road running from Kansas City south to Baxter Springs, 160 miles. This road is without doubt one of the most ably managed in the southwest and its equipments are first class.

The Missouri, Kansas and Texas Railroad is our St. Louis outlet and runs from Sedalia, Mo., through the southern part of the State and the Indian territory into Texas, and is now built to the South Canadian, Indian territory. This is one of the grandest railroad enterprises of the country, and is ably managed.

The Ft. Scott and Allen County Railroad running from Ft. Scott to Wichita, about 200 miles due west, is now in course of construction.

Then we have the Laclede and Ft. Scott Railroad, from Lebanon, Mo., on the Atlantic and Pacific; then the St Louis and Santa Fe Air Line; the Fort Scott, New Chicago and Fredonia; the Lexington Lake and Gulf, and the Memphis, Fort Scott and Topeka narrow gauge, all of which are now under contract and construction. Fort Scott is destined at no distant day to be an important railroad centre.

**F** The Baltimore and Ohio Railroad Company has decided to build another iron working mill in Cumberland for the manufacture of merchant bar iron of all descriptions, and also for the manufacture of nuts, screws, bolts, &c., for use on their great line of railway.

**F** During the month of May the Land Department of the Union Pacific Railroad Company disposed of 16,885 acres of land, for which \$67,746 were received, and from July 28th, 1869, to the end of May, 1872, the total sales amounted to 547,269 acres, yielding the sum of \$2,295,799 98.

**F** Five miles of the Erie canal, between Albany and West Troy, have been set apart for experiments for the towage of canal boats by road steam engines.

**F** The Canal Railroad Company of Connecticut, having determined to relay their track with steel rails, have received their first instalment of 1,000 tons, which will be put down immediately.

**F** W. O. Hughart, Esq., of Pittsburg, has resigned his position as president of the Pittsburg, Washington and Baltimore (Connellsville) Railroad Company.

**T**HE SEMI-ANNUAL INTEREST, due July 1st, on Arkansas Funded Debt Bonds, will be paid at the office of the Union Trust Company, in this city, on and after that date.

HENRY PAGE, State Treasurer.

**RAILS MADE BY THE**  
**Park Gate Iron Co.,**  
Rotherham, England,  
SUPERIOR QUALITY, FOR SALE BY  
**WM. BAILEY LANG & CO.,**  
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**NOTICE TO CONTRACTORS.—DELAWARE AND HUDSON CANAL COMPANY—CONSTRUCTION OF NEW YORK AND CANADA RAILROAD.**—Sealed proposals will be received by the undersigned, for the Delaware and Hudson Canal Company, at the Engineer's Office, in Whitehall, until Tuesday, the 16th day of July next, at noon of that day, for the construction of the graduation, masonry, bridging and fencing of about thirty-eight miles of the line of the New York and Canada Railroad, extending from Whitehall, along the west side of Lake Champlain, to Port Henry.

The line will be divided into sections of convenient length, and will be ready for examination after the 6th ult. The maps, profiles, plans and specifications will be ready for examination at the Engineer's Office, in Whitehall, after that date, where all information in regard to the work may be obtained, and where blank proposals will be furnished.

Proposals should be sealed and endorsed "Proposals for N. Y. & C. R. R." and addressed to the undersigned, at Whitehall, Washington Co., N. Y.

The right is reserved to reject any or all proposals that may be received as may be deemed for the interest of the company. Dated Chief Engineer's Office, Albany, June 19th, 1872.

C. W. WENTZ, Chief Engineer.

PHILIP S. MILLER. LENOX SMITH.  
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## THE CINCINNATI & TERRE HAUTE Railway Company,

Desirous of enlisting the attention of manufacturers to the advantage of locating manufacturing establishments upon the line of their Railway, will give to any Rolling Mill or Blast Furnace Company so locating forty (40) acres of ground for works, and the coal in one hundred (100) acres of Clay or Owen County, Indiana, block coal field; the ore from one hundred (100) acres of the Hardin, Pope or Massac County, Illinois, brown hematite beds, and agree to furnish them with all orders for merchant iron required for the Railway's use for a period of two years.

To any Railway Car Manufactory located upon its line, they will give twenty acres of ground required for works, the timber from one hundred acres of the best oak timbered land in Owen County, and an order for one thousand cars to commence work upon.

To any Car Wheel Foundry or Axle Forge, the necessary grounds for works, and liberal orders for their products in kind.

To all other manufacturing establishments ample facilities in the locating and successful prosecuting of their works.

Circulars descriptive of the manufacturing points upon the line of the Railway will be mailed to any address upon application to

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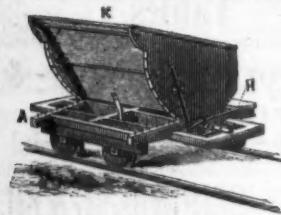
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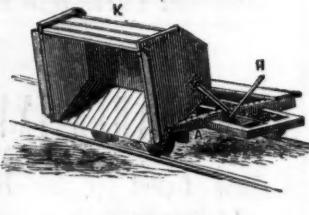


Fig. No. 1, Car Loaded.

The Brakeman seizes the lever II, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

**To replace the box in readiness for another load.**

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

June 29, steamer OCEAN QUEEN, CAPT. JEFF. MAURY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, direct, connecting at Panama with steamer MONTANA, Capt. —, and also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of June 27.

Steamer GREAT REPUBLIC will leave San Francisco, July 1, 1872, for Japan and China.

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Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board; without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

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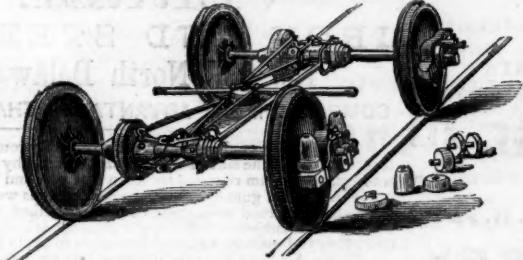
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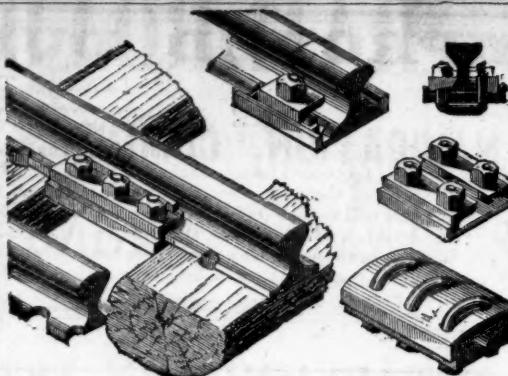
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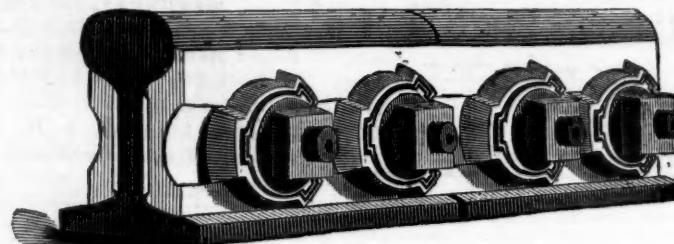
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method, by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail. That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails. That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay. That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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